

# Columbia River Gillnetter

Columbia River Fishermen's Protective Union

Summer 2006 / Vol. 37, No. 2



The Electro, in this 1902 Astoria Regatta photo, was the Queen of the riverboat fleet going into the Twentieth Century. Notice the Gillnet sailboats in the background.

Photo Courtesy of Clatsop Co. Historical Society; Astoria, OR. Clatsop County Historical Archives; Photo #1257-340

## Clowning on The River



**Sally the  
Salmon Says...**

"Such a great  
River, the  
Columbia. What  
would it be  
without me?"



The 112th Astoria Regatta Festival will be held from August 9th through the 13th. Five days of fun revolve on the activities on or near the great river of the west, the mighty Columbia River. Musical events abound this year, with nightly concerts to fit any taste in music. The events begin with the coronation of the Regatta Queen at the newly restored Liberty Theater on August 9th. As the

weekend progresses, you may enjoy any of the following activities such as a Children's parade; Sailboat races on the Columbia; Fireworks over the Columbia; a special ceremony at the Maritime Memorial Park; a Salmon Bar-B-Que; a Car Show, the Grand Land Parade which starts at 12:00 Noon Saturday August 12th, and the Twilight Boat Parade are just some of the events that make up the Regatta Festival. Other events include Shanghaied in Astoria, ship tours, trolley rides, museums, shopping, boat rides, great restaurants, and lots of fun along the Astoria waterfront.

To find out more, visit [www.astoriaregatta.org](http://www.astoriaregatta.org).





EDITOR Jon Westerholm  
93798 Jackson Rd, Astoria, OR 97103  
503/458-6518

## Columbia River Fishermen's Protective Union

One of the Oldest Conservation Unions  
on the West Coast—Since 1884

### PRESIDENT

Gary Soderstrom  
P. O. Box 747, Clatskanie, OR 97016  
360/430-3317

### FIRST VICE PRESIDENT

Alan Takalo  
93491 Aldrich Point Rd, Astoria, OR 97103  
503/458-6654

### SECOND VICE PRESIDENT

Kent Martin  
P. O. Box 83  
Skamokawa, WA 98647

EXECUTIVE SECRETARY Jack Marincovich  
37712 Parker Lane, Astoria, OR 97103  
503/325-2504

### CRFPU Board of Directors

#### DISTRICT 1

Ralph Ennis  
14141 NE San Rafael, Portland, OR 97230  
503/253-1559

Vern Forsberg

28811 NW Main, Ridgefield, WA 98642  
360/887-4089

#### DISTRICTS 2, 3

Jack Fowler  
6349 Willow Grove, Longview, WA 98632  
360/425-4662

#### DISTRICT 4

John Kallunki  
79806 Blackford Road, Clatskanie, OR 97016  
503/284551

Greg Mustola

80190 Alston Mayger Road, Clatskanie, OR  
97016 503/728-2248

#### DISTRICT 5

Kent Martin  
PO Box 82, Skamokawa, WA 98647  
360/795-3920

#### DISTRICT 6

Vacant

#### DISTRICT 7

Jon Westerholm  
93798 Jackson Rd., Astoria, OR 97103  
503/458-6518

Gerald Westerholm

P. O. Box 2075, Gearhart, OR 97138  
503/738-7609

#### DISTRICT 8

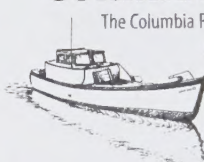
Abby Ihander  
92146 Lewis & Clark Rd., Astoria, OR 97103  
503/325-4865

*Official Publication of the  
Columbia River Fishermen's Protective Union  
One of the oldest Conservation Unions on the West Coast  
Incorporated in 1884  
P. O. Box 627, Astoria, Oregon 97103  
Jon Westerholm, Editor - Phone (503) 325-2702*

## Foreword

This paper is being published for the purpose of keeping the public and the fishermen informed of the **facts** and happenings in regard to the Columbia River Fishing Industry and people connected with it. Historical Articles and pictures will also be emphasized. The advertisements which appear within make it financially possible to publish this paper and we hope you will in return patronize and thank the business people who contributed to this cause. Anyone who wishes to contribute articles, pictures stories, or ads, please contact the editor at:  
P. O. Box 627, Astoria, Oregon 97103 or call (503) 325-2702

## Help Support the Columbia River Gillnetter Publication!



The Columbia River Gillnetter is one of the only remaining publication on the west coast devoted exclusively to gillnetting. We have been making a difference for 37 years, but our continued existence is threatened by increasing production and mailing costs. Now more than ever, we need a voice to represent our side of the issue, and the Gillnetter is an important contact with fishermen, lawmakers and the general public.

If you would like to help, send donations to Columbia River Gillnetter.

*The following individuals have made a contribution to the Columbia River Gillnetter Publication, which will be used to help continue the publication and mailing of this free informational newspaper. We thank them for their support!*

## January 2006 — July 2007

Perry and Shirley Nordmark — Seaside  
Kenny and Mildred Carlstrom — Svensen  
Mel and Marie Lampi — Brownsmead  
Richard Skipper — Svensen  
Fred Antilla — Astoria  
Frans Munson — Edmonds, WA  
Clarence and Myrtle Dreyer — Astoria  
Joyce Bondietti — Astoria  
Don Stensland — Wilsonville  
Kathleen Kulland — Gresham  
Phil Peterson — Siletz  
Maurice Holcombe — Portland  
Carol Lahti — Astoria  
Bill Kuluris — Orange, CA  
Bill and Sharon Leahy Jr. — Yorba Linda, CA  
Phil and Anita Raistakka — Naselle, WA  
Thane Tienison — Portland  
R. F. and Jean Kenner — Cathlamet, WA  
J. A. Atwood Corporation — Portland  
Gladys Halsan — Knappa  
Kenneth Nelson — Astoria

Bob Wegdahl — Longview, WA  
George and Almeda Siverson — Astoria  
Pat Bartruff — Portland  
Leon and Linda Gollersrud — Rosburg, WA  
Shirley Tinner — Astoria  
Warren Leback — Princeton, NJ  
Bruce Hansen — Sauvie Island  
Don Godall — Dunedin, FL  
Alice Lloyd — Sequim, WA  
In Memory of Don Riswick:  
B. J. Tagliavento — Astoria  
Lt. Col. John Vanderpoel Rt. — Acton, MA  
In Memory of Vincent Pincetich:  
John Pincetich — Gearhart

*This paper was started for your benefit 37 years ago to help keep you informed on Gillnet issues. As we are non-profit, we depend on advertising and donations to keep publishing and mailing this newsletter.*

*Please make your contributions to: Columbia River Gillnetter, P. O. Box 627, Astoria, OR 97103*





## From The Editor

### RECOGNITION

It looks as if we are finally getting some recognition by State, if not yet by Federal officials, of the severe problems facing the Salmon Fishing industry in Oregon and Northern California. With fishing closures along the coast this summer, as a result of the Klamath River debacle, there is a definite need for financial assistance to commercial fishing families and salmon processors. Just the recognition itself is a huge step forward.

Now, with the Federal Administration and NOAA Fisheries hesitating and wavering, is the time for action. It has to happen! It will be done! They admit there is a fishery out there, and a fishery in trouble, and they must take the necessary steps to get aid to the fishermen as straightforwardly as possible - without the unwieldy bureaucracy. With this aid and a more equitable handling of salmon spawning stream problems by the Federal Government, perhaps most of us can look forward to a recovery and another rise in the industry.

The marked salmon run and habitat improvements throughout the Columbia River system, despite the modern impediments to natural salmon migration, are an example of what can be done with cooperation, dedication, and of course some cash to work with. One thing is for sure: we used money to get us into this situation, and we need proper finances to get us back to a sustainable future.

As we look to the horizon, we have to enhance cooperation with each other as we have not always done in the past. Federal, State, and Local Governments, as well as user groups, must continue to learn to develop solutions together. Biologists and Managers must be respectful of all user groups before making decisions.

One group that needs more inclusion is the seafood consumer, the forgotten public stakeholder.

With this newfound recognition, and its ensuing financial aid, there is still hope for the future of the salmon fishing industry, with adequate allotments to Recreational, Tribal, and Commercial fishermen, as we act cooperatively with one another.

On another note, we were saddened by the recent loss of two outstanding former Coaches who were involved in several Oregon State High School Basketball Championships. I am speaking of Astoria High and OSC'S (now CSU), Wally Palmberg and Westport High, Linfield College, and Central High's Don Stensland.

Palmberg also wrote the book about Astoria and Lower Columbia Basketball entitled "*Toward One Flag*" in which he credits the historic contribution of Scandinavian and Finnish settlers to local Athletics in the area. It was said that these boys "Gillnetted and played Basketball, in that order." And they were some of the best in Oregon and Washington.

It is interesting to note that in the book Palmberg gives a great amount of credit to Westport Basketball prowess in the 1920s, 30s, and 40s to Don's dad and longtime Coach and Principal, Ted Stensland.

Salutations and a tip of the hat to two of the best!

Finally, we can't say enough about the merchants and businesses in the Astoria and Lower Columbia area, who so willingly support this publication with their advertisements. Without them, and our readers who make individual donations, we could not provide *The Columbia River Gillnetter* to our community.

In supporting the Columbia River and the history of its fishing industry, you are helping to keep alive a tradition and culture that is unique to the Northwest.

To our advertisers, we say "thank you" and encourage our readers to support them, however and whenever you can.

*Jon Westerholm, Editor*

## Join your Union

The CRFPU board has authorized lessor membership price of \$100.00 or \$50.00 per year for those who want to help out.

The yearly voting membership remains at \$150.00.

A Union card and receipt will be issued in each case.

Send Dues checks to:

Jack Marincovich,

CRFPU

P. O. Box 627

Astoria, OR 97103

**PLEASE PAY YOUR DUES!**

## NOTICE

**OUR OFFICE IS CHARGED FOR EACH ISSUE OF THE GILLNETTER RETURNED TO US. IF YOU HAVE CHANGED YOUR ADDRESS. PLEASE FILL OUT THIS FORM AND RETURN IT TO US.**

Name \_\_\_\_\_

New Address \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

City \_\_\_\_\_

State \_\_\_\_\_ Zip \_\_\_\_\_

Phone \_\_\_\_\_

email \_\_\_\_\_

Send to: Jon Westerholm, CRFPU,  
P. O. Box 627, Astoria, OR 97103



# Guest Editorial: Fishing Communities win in court ... Again.

By Joseph Bogaard

*It's time for solutions. It's time for a free-flowing lower Snake River.*

Salmon and fishing advocates won an important victory in May, when a U.S. District Judge ruled that yet another federal Columbia Basin salmon plan this one governing the management of the upper Snake River watershed in Idaho is illegal and must be rewritten.

Today, there are 12 threatened and endangered stocks in what was once the most productive salmon watershed in the world. This decision paves the way for a discussion in the region about what is truly needed to recover our endangered Columbia & Snake Rivers salmon.

## ONE WATERSHED - TWO PLANS?

Several years ago, the federal government took a piecemeal approach to recovery planning in the Columbia Basin. It split the watershed into

two parts: (1) upper Snake River and (2) Columbia/lower Snake Rivers. By separating the watershed into two uncoordinated plans, the government undermined good science and weakened recovery efforts.

In 2005, for the third time in ten years, the Columbia/lower Snake River salmon plan was ruled inadequate and illegal. Judge James Redden ordered the Administration to rewrite this plan in collaboration with Northwest states and treaty tribes. In this latest ruling on the Upper Snake plan, the court ordered the two plans be rewritten in conjunction; this comprehensive approach will help force all scientifically viable recovery options onto the table.

## A REGIONAL DIALOGUE

With the support of scientists, salmon and fishing advocates are calling for a free-flowing lower Snake River as the most effective and least costly path to salmon restoration. However, as long as the four costly, out-dated lower Snake River dams remain in place, killing up to 92% of juveniles, substantial amounts of water-originating in the upper Snake River watershed - will be needed to improve juveniles' survival during the spring and summer migration. This ruling sets the stage for an important dialogue in the region about the science and economics of recovery.

Led by Senator Craig, anti-salmon politicians are eager to avoid this conversation and have responded to the recent ruling, vowing to "defend Idaho's water". These officials have adopted the unsupportable position that they support salmon recovery but oppose removing four obsolete dams or using upper Snake River water. There are indications that Senator Craig will try to attach a "rider" to must-pass legislation to overturn the Judge's ruling. If successful, a rider would deal a serious

blow to salmon recovery and the Endangered Species Act.

## CRAFTING A NORTHWEST SOLUTION.

The Columbia & Snake Rivers Campaign represents a coalition of conservationists, fishing businesses, and clean energy and taxpayer advocates. The Campaign calls for political leadership to resolve the problems facing Columbia Basin salmon and the people of the Northwest, and to defend against any legislative interference that would undermine the court's rulings.

Our politicians have the authority to remove the four high-cost, low-value dams on the lower Snake River and to replace their limited benefits with alternatives. With leadership, we can restore 140 miles of free-flowing river and recover endangered salmon, while ensuring our communities grow and prosper.

## CONTACT THE GOVERNOR

We to cooperate increase pressure on the

Governor. Tell Governors Gregoire and Kulongoski that we need solutions in

the Columbia Basin that work for both our salmon and the people of the Northwest. It is not too late to have healthy salmon runs, a healthy economy, clean and affordable energy, and a healthy agricultural sector.

Governor Christine Gregoire  
Office of the Governor  
PO Box 40002  
Olympia, WA 98504-0002

Governor Kulongoski  
160 State Capitol  
900 Court Street  
Salem, Oregon 97301-4047

For additional information:

Joseph Bogaard,  
Save Our Wild Salmon Coalition  
Portland  
joseph@wildsalmon.org  
206-286-4455 x103.

## Columbia Travel

Clatsop County's First Travel Agency  
Founded 1934

**We'll Get You The Best Fare!**

*Remember us for your family vacations!*

**AIR CRUISES TRAINS LODGING**

*Rose Marie Paavola*

382 Twelfth Street  
Astoria, Oregon  
325-1531 or 888-325-1531

**VOLVO  
PENTA**

## Columbia Pacific Marine Works Inc.

SPECIALIZING IN STERN DRIVES  
CUSTOM FAB. & WELDING

(503) 325-4310 Bob, Lasse, & Doug

31 Portway Astoria, OR 97103



# A DIFFERENT SPRING SEASON

The Spring Salmon Season of 2006 will go down on record like none that has been experienced before. I am sure that the fishery management people will look at it in the same way. It is safe to say that all the records that we have through the years on timing of the spring run can be thrown out the window.

In 2005 the spring run came in late and it was thought that this was a one year occurrence. The run this spring came back the latest on record with well over 100,000 fish well above the pre-season prediction of 80,000 fish.

The Columbia River Compact took action by closing our fishery in the third week of March and the sport fishery in the second week of April because of the late return of spring salmon. At that time it looked like a disastrous situation.

In the last part of April and the first part of May the fish began returning in good numbers and the

run was upgraded to large enough numbers so that our fishery could re-open on May 16th and we fished two nights a week all through June 2nd, a time we had not fished before.

The end result was a harvest of over 4,000 salmon and the market was good right to the end bringing our fishermen around \$5.00 a pound.

At the June 5th Compact the TAC updated the spring run to 120,000.

The Spring Run came back to the Columbia at a record late return. At this time we are looking at the possibility of an early return of the Summer Run.

In the Future maybe we should go back to counting the Summer Run on June 1st instead of June 15th. This was the practice in the early years.

*Jack Marincovich,  
Executive Secretary, C.R.F.P.U.*

**SKIPANON BRAND**  
DELUXE HANDFILLED

— SMOKED SALMON —

Packed by  
**OREGON OCEAN SEAFOODS**  
Est. 1978

## Oregon Ocean Seafoods

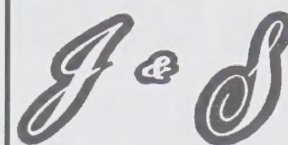
225 SE Galena

Warrenton Oregon 97146

(503) 861-1434

or Toll Free at (888) 738-8910

Cash, money order, VISA & MasterCard  
Norman Kujala, Owner



"We guarantee it"



## Appliances & Home Furnishings

*As Always  
Supporting our  
Local Fishermen!*

Mon-Fri 8 am to 6 pm  
Saturday 9 am to 5 pm  
Sunday 12 to 4pm

529 SE Marlin,  
Warrenton Oregon  
**861-0929**

Free Parking • Free Delivery  
Free Removal • Free Set-up

## Hunt's Market

- FRESH MEAT & PRODUCE •
- VIDEOS • BEER • ICE •
- CARHART CLOTHING •
- WESCOE LOGGER SHOES •

40490 Old Hwy 30  
Svensen-Astoria, OR  
503-458-6288

Monday-Saturday, Closed Sunday

## Area's First Commercial Digital Press!

**NEW!**



Prints personalized **data** and **graphics** so that each brochure, postcard, letter or flyer can be directly targeted to your customer with their name, graphics and/or photos that would be uniquely identifiable to them. Can also print their mailing address and postnet barcoding.

**REPROgraphics**  
PRINTING & DIGITAL SERVICES

1444 12th Avenue  
Longview, WA 98632  
360-423-1237



## North Coast Chiropractic Center

Appointments: (503) 861-1661  
Fax (503) 861-1662

679 E Harbor St, Suite 140  
P. O. Box 279  
Warrenton, OR 97146



# To the Editor

Dear Jon,

I just came across the Winter 2006 issue of your newsletter and think it is great! It was nice to see so many familiar names, faces, and places in print.

In your "Mystery Photos" feature, I think I do recognize the man on the left among the duck hunters. I believe he is Nick Kussman who owned rental property in Astoria and lived in an apartment building on the east end of town. I think he also owned the Bay Shore Cottages located not far from the current Astoria High School.

Nick and his wife, Marian, were friends of my parents. They used to spend time at Blind Slough and I recall them coming to visit us once by boat when we had our scows moored out at North Island. I hope this helps!

Best regards,  
Rea Raihala Christoffersson  
Lake Oswego, OR

...

Dear Mr. Westerholm,

I am sending you this small donation in memory of Don Riswick.

Don was in the Bomb Squadron that I commanded in 1944 and 1945, though he was in the squadron for a full three years before the end of WWII. Don was a stalwart member of

the squadron, and could always be counted on for a good job. I, of course, did not really know Don well in my year as the commander, but my year in that position was made more successful and happier because I could always know the 'troops' were on my team and doing their best. I was exceedingly proud of my 'guys,' as when one of the other squadrons got in some sort of administrative trouble, my squadron was always the one to supply help.

If Mrs. Riswick is living please tell her of my condolences in the loss of Don.

Sincerely,  
John A. VanderPoel  
Acton, MA

...

Dear Jon,

Just a note to say what a great job you are doing for the Columbia River Gillnetter. I especially enjoyed the articles of my father - Cook Inlet fishermen Eldon Korpela and Bill Gunderson. Keep up the good work!

Bob Wegdahl  
Longview, WA

...

Hi Jon,

We would love to receive your publication. It's a great tribute to the fishermen!

We own the Pillar Rock Cannery & Property, we have lived here for 28

years. We enjoy watching the guys fish and know all the local guys.

Linda grew up in Skomokawa and remembers all the old fishermen, present and past.

Thanks!

Leon and Linda Gollersrud

...

Jon,

Just wanted to tell you how much the Gillnetter means to me - its like a visit to with old friends and wakes some precious memories of my younger days.

Case in point - the picture of the Gen. Washington on the cover of the last issue took me back 80 years, when my mother, sister, brother and I rode it up to Deep River every summer. It would dock near Appela's Store and from there we would ride a speeder, or a flat car behind the locomotive, for miles through the woods to the logging camp where my aunt, uncle and family lived. I believe it was owned by a family by the name of Brix. Those were the days!

Sincerely,  
Kathleen McCorkey Kulland

...

Hello Jon,

Please continue to send me copies of the Gillnetter. I have enclosed a small check to help in that regard. I was born in Astoria in 1937 and started 1st grade at J. J. Astor School, miss Skir was the teacher. I was in the class with such notables as Jon Englund, Don Stephenson, Cliff Haglund and the prettiest girls Darlene Aho and Virginia Patterson. I left Astoria at age 14 and do not often return. I enjoy seeing the photos of the people I used to know in your publication.

Regards,  
Maurice Holcombe (Lund family member)

...

Jon,

I send along a contribution in the memory of Vincent J. Pincetich, my older brother who died recently. I spent a half dozen years working on seining grounds, and gillnetting in my younger days.

Peace,  
John Pincetich



*Astoria Florist*  
"Special Designs for those Special Occasions"

Cut Flowers • Potted Plants • Gift Items

**We Deliver! Call 325-3571**

Outside area call 1-800-339-3571

951 Commercial Street, Astoria OR 97103



**Teleflora**  
Worldwide Delivery



**Ilwaco  
Fish Co.,  
Inc.**

*Salmon For All Member*

**Ilwaco, Wash. 360/642-3773**

Doug Ross, Pierre Marchand, Terry Gramson, Gillnet Buyers



2ND ANNUAL CRPA/BUMBLE BEE

# CANNERY WORKERS REUNION

Everyone Welcome

—Regatta Saturday Event—

**AUG. 12 • 4-7PM**

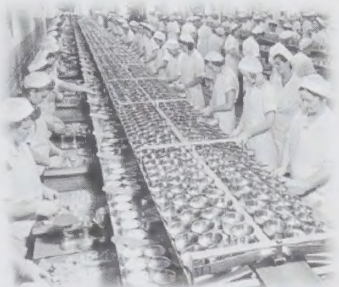
PIER 39 • ASTORIA

FOOT OF 39TH ST.

**Food  
and Drink  
Raffles  
Entertainment  
Souvenirs**



(503) 325-2502  
www.canneryworkers.org  
Hanthorn Cannery Foundation  
is a 501(c)(3) organization



Everyone is invited to the CRPA/Bumble Bee 2nd Annual Reunion, a Astoria Regatta Event. Located in the historic Hanthorn Cannery, later referred to as the CRPA and Bumble Bee Cold Storage in Astoria, Oregon. The event will be held August 12th, from 4-7PM right after the Gillnet Boat Races starting at 2:30 at the same location.

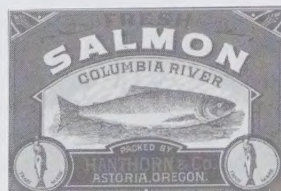
This year, special guest include Chris Lischewski, Bumble Bee's current president from San Diego, as well as political dignitaries and others special guests. The objective of this years reunion is to raise funds for the Cannery Woman's Memorial Park as well as additions to the Interpretive Center located in the 130 year old Cannery. Last year well over 250 guest attended and preparations of a live band, food, raffles and free gifts are to be given at the event.

JO Hanthorn built the existing cannery in 1875. In 1897, he and several other cannery owners pooled together to create the Columbia River Packers Association, which became the dominate company in the industry. From 1897 to the late 60's, the CRPA was the leader in numerous products of canned Salmon and its well known Bumble Bee Brand tuna and other fish products. During its reign, the CRPA built hundred of fishing vessels as well as trollers, Draggars, Gillnetters, Crabbers and Tuna Seiners and operated cannery and fish processing facilities throughout North America. During World War 2, the CRPA was a strong supporter of the War efforts while thousands of ladies canned and processed food for the Department of War. Many of its employees served in numerous campaigns both in the Pacific theater and Europe.

While the industry changed and grew, the CRPA finally merged into Bumble Seafoods, headquartered in Astoria, Oregon until 1981.

Today, the Hanthorn Cannery Foundation exists as a 501 (c) (3), and its mission is to preserve the history and personal experiences of former cannery and fishing industry workers. For More Information see: [www.canneryworker.org](http://www.canneryworker.org) or Call: 503-325-2502.

Come Visit and Feel the History, you'll be happy that you did!



Pier 39 - Astoria  
Foot of 39th Street  
Astoria, Oregon 97103  
503-325-2502  
[www.pier39-astoria.com](http://www.pier39-astoria.com)



**ASTORIA JANITOR  
&  
PAPER SUPPLY CO.**



325-6362  
1055 Marine Drive, Astoria

*Mike Keyser's*

## AUTOMOTIVE SERVICE

UNION SHOP  
SPECIALIZING IN  
TOYOTA AND CHRYSLER

209 7th Street

Call 325-8811

## Astoria Bargain Barn

Buy • Sell • Trade

1092 Marine Drive  
Astoria, OR 97103  
503-325-6666

M-Th: 10am-5:30pm

F&S: 10am-5:00pm

Sun: 9am-4:00pm(seasonal)

Tara Koch-Owner

"We buy quality used Furniture by the piece or by the housefull"



**Ticor Title**

Title Insurance  
and Escrow Service  
Established in 1890

*We've got you covered  
at convenient locations*

630 Bond Street, Astoria  
325-2144 or 877-589-9744

550 Roosevelt, Seaside  
738-8433 or 877-589-9747  
[www.ticortitlenw.com](http://www.ticortitlenw.com)



**Don Herlin Painting**

Licensed • Bonded • Insured

Residential - Commercial  
Interior - Exterior  
29 years experience**503-325-3615**

Astoria, OR 97103

CCB #74419



Anheuser-Busch Budweiser Breweries

Larry Perkins  
President

CLATSOP DISTRIBUTING CO.

1375 S.E. 12th Pl, Warrenton, OR 97146  
P. O. Box 420 • Astoria, OR 97103  
(503) 861-4275 • FAX (503) 861-2750**Klyde Thompson**35359 Business 101  
Astoria, OR 97103Phone: (503) 325-2861  
Fax: (503) 325-8459  
After Hours: (503) 325-0233  
Cell: (503) 738-2836

- Lumber • Plywood • Paint •
- Plumbing • Electric Supplies •
- Garden Supplies •

2142 Commercial  
Astoria, OR 97103  
325-4511 or 800-248-4511

# Salmon For All News

**March 23rd Fishermen's Rally**

On March 23, 2006, over 300 fishermen of all kinds gathered in front of the Columbia River Maritime Museum in Astoria for a rally with Congressman David Wu in support of sensible salmon solutions. Mayor Willis Van Dusen of Astoria kicked things off by welcoming those gathered to Astoria. Oregon Representative Brad Witt was master of ceremonies.

Sponsored by the Save Our (wild) Salmon coalition, the rally brought together commercial and recreational fishermen to join in common cause to save the public's access to Pacific salmon fisheries threatened with unprecedented curtailment. Speakers at the rally included Zeke Grader of the Pacific Coast Federation of Fishermen's Associations, Bob Rees of NW Guides and Anglers Association, Oregon Representative Debbie Boone, Congressman Wu, Dale Kelly of the Alaska Trollers Association, Matt Yost of Idaho Salmon & Steelhead United, Henry Balensifer of Warrenton High Fisheries, Inc., Mark Davis of Northwest Steelheaders, and Bruce Buckmaster of Salmon For All. Probably most notable about the event is that it brought together people from many different organizations with diverse viewpoints, some of whom don't ordinarily get along very well.

The rally highlighted opposition to a recently announced federal salmon policy that would focus more narrowly on harvest restrictions and eliminating hatcheries, rather than addressing far greater problems with management of hydropower operations and continued loss of habitat. Heralded by a speech given by White House Chief of the Council on Environmental Quality James Connaughton at the Salmon 2100 conference in Portland in January 2006, this new policy plays the well-worn game of blaming the victims of fishery collapse for problems created far away. The most sensible solution to salmon recovery is to restore lost and degraded habitat, which on the Columbia also must include reforming the hydropower system. Further fishing restrictions offer little recovery potential for Columbia River salmon.

The numbers documented in NOAA Fisheries own fatally flawed 2004 FCRPS Bi-Op, now under remand at the order of federal judge James Redden, paint a very different picture than James Connaughton and his allies would have us

believe. For the Snake River salmon runs, which are the most problematic and endangered stocks in the Columbia River basin, the losses due to migration through the maze of hydropower dams and their heat-trapping impounded lakes are staggering. For Snake River spring/summer Chinook, ~ 49% of juvenile salmon are killed during out-migration through the dam system. Another 6-25% of those fish are lost as adult salmon attempting to return to their spawning grounds. All non-tribal fishing combined account for taking less than 3% of those runs.

For Snake River steelhead, the numbers are very similar: ~ 51% are killed during out-migration as juveniles, and 10-25% are lost attempting to return through the hydropower system as adults. Mortalities due to non-tribal fishing account for less than 2%.

The numbers for the Snake River fall Chinook run are the most staggering: 78-92% of the salmon are lost during juvenile out-migration through the hydropower system, and another 8-20% die as adults attempting to return. All in-river non-tribal harvest combined account for ~ 6-8% of mortalities, with ocean fishing perhaps 20-30%. It doesn't take rocket science to see why this run is in trouble. Any way you count them, these numbers add up to well over 100%, with the largest factors being fish-killing dams. The numbers don't lie.

The most problematic issue facing survival of the endangered and threatened Snake River runs is represented by the four lower Snake River dams, Ice Harbor, Lower Monumental, Little Goose, and Lower Granite. Low head dams providing minimal electricity generating capacity, these four dams have never lived up to the irrigation and slackwater navigation potential touted by proponents. But they sure do kill fish alright. It's high time for them to come down.

**SFA Responds to Gary Loomis**

The same day as the Fishermen's Rally in Astoria, the winter 2006 edition of the Power Council Quarterly arrived in the Salmon For All post office box. One of the highlights of this issue was an interview with Salmon For All Board member Steve Fick of Fishhawk Fisheries.

The article was in response to an interview with Gary Loomis of Fish First, which appeared in the fall 2005 edition of the Power Council Quarterly. Loomis



supports the new federal salmon policy enunciated by White House chair of the Council of Environmental Quality James Connaughton at the Salmon 2100 conference in Portland in January 2006. This policy would refocus salmon recovery efforts on harvest restrictions and reform or elimination of hatcheries. The harvest method Loomis most pointedly wants to eliminate is the gillnet fishery, which he referred to as the "kill-net" fishery, and which he asserted hadn't changed methods in 130 years.

The Salmon For All response focused on such innovations as tangle-nets and live recovery boxes to show that Columbia River commercial fishermen have made substantial investments in adaptation of selective gear and fishing methods. Mr. Loomis also implied that Columbia River gillnet-caught spring Chinook are an inferior product because the fish are "poorly handled," comparing them unfavorably with what he asserted were higher quality Cooper River Kings. We responded, "That is simply not true. For instance, the Columbia River spring Chinook is harvested using the same methods by which Copper River Chinook are harvested. And guess what? Taste tests prove the Columbia River spring Chinook is the superior product. In fact, the Columbia River spring Chinook is ranked the most desirable of all salmon species by consumers. Quality is maintained by careful handling, bleeding, and icing the fish as soon as caught, etc. Fishing periods are brief, thus assuring quick delivery to the consumer."

The Loomis interview is part of an ongoing effort to blame the victims of mismanagement of our salmon resources for the collapse of listed salmon stocks. Together with Reps. Baird, Walden & Dicks, and CEQ chief Connaughton, we are seeing a broadly based attack on commercial fishing on the executive and congressional levels. It is a blatant

attempt to redirect public attention from the real causes for the salmon's demise.

### Winter/Spring Season Results

There is no doubt that things weren't looking too rosy back in March of this year. In the pre-season forecast, the spring Chinook run was predicted to be smaller than last year, with only 88,400 upriver spring Chinook expected. But, even that prediction looked over confident. The numbers on the Fish Passage Center website looked gloomier and gloomier with each passing day. The March 15 Compact shut down the commercial fishery in the main stem, but let the recreational fishery continue, over the strenuous objections of the Treaty Tribes. It was reported that the traditional First Salmon Ceremony was held with only one salmon to share. The long awaited run-size update in April was postponed several times. The recreational fishery below Bonneville closed on April 14. Finally, on May 8, TAC tentatively downgraded the run-size to 65,000-88,000 fish. Even that seemed overconfident at the time. But, the recreational fishery was scheduled to reopen May 13, with a commercial test fishery scheduled for Sunday May 14. Luckily, the late-arriving run of 2006 finally showed up, and showed up in surprising numbers. The run-size estimate was upgraded to 100,000 fish, and a commercial fishery was set for May 16. Fishing resumed, with short main stem openers through the end of May. The results of this oddly timed salmon fishery actually turned out pretty well, and a lot better than many expected. Instead of it being a case of too little, too late, the spring run was late all right, but arrived in surprisingly strong numbers. Main stem landings totaled about 4,400 salmon, which was slightly ahead of the predicted harvest size, based upon the allocation formulae. In addition, the ongoing Select Area

fisheries landed another 5,250 salmon though June 16, for a combined total of - 9,650 high-value spring Chinook delivered to an eager market.

Market share for Columbia River spring Chinook remained strong throughout the season, with competing sales of Chinook from Alaska following the same sort of late run timing as on the Columbia. As a result, fishermen enjoyed a strong ex-vessel value until the last few days of the Winter/Spring season. If fuel costs hadn't been so high, many would have called it a darn good season.

### Pinnipeds Have Busy Year

Marine mammals continued to present big problems for fishermen this spring. Reports of sea lions swarming boats abounded. Youngs Bay fishermen, with little room to maneuver, were especially troubled by this behavior, but fishermen in the main stem were no happier about the numbers of critters they encountered. As one fisherman said of an unmarked Chinook, "It had an adipose fin, alright. But, the sea lion bit its head off. I don't care how long you keep it in a live recovery box. There's no way that fish is ever going to breath again." Observers reported that swarms of big steller sea lions learned to employ previously unwitnessed tactics to go after the female sturgeon broodstock in the sanctuary below Bonneville dam. Hunting in wolf packs, a half-dozen big male stellers would dive like tag teams, one right after the other, picking away at the big sturgeon on the bottom of the pool, until one of them got hold of the back of a head and brought one to the surface. Then all would swarm in to rip out the belly and eat the caviar. Then they'd leave her to go on to the next. One enterprising young male, branded C-404, squirmed his way through and past the sea lion excluders to follow salmon right up the fish ladder. He first managed this trick last year, but since then several others have figured out how

## RAYMOND JAMES

FINANCIAL SERVICES, INC.

Member NASD/SIPC

STOCKS, BONDS AND MUTUAL FUNDS

**MARK HEDEEN**

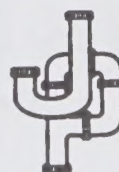
Financial Advisor

**KEN AIKEN**

Financial Advisor

#1 12th Street, Suite #7, Astoria, OR 97103

Phone: 503.325.0677



**JP PLUMBING  
CO.  
& SHOWROOM**

503-325-2830

FAX 503-325-7726

WATTS 800-335-2830

**Repair • New • Remodel  
Commercial • Pipe Welding**

155 11th St, Astoria, OR 97103



to do it as well. However, C-404 is the only one which has managed to make it all the way up to the observation windows. Alarmed fishery managers and Fish & Wildlife agents began asking for permission to use non-lethal harassment to discourage pinniped predation at the dam. Both the Washington and Oregon Fish & Wildlife Commissions now have gone through the steps of filing for legal "takings" of problem animals, but warned that the review process would take years before there was an answer one way or the other.

### Fish Advocacy Fifth Columnists

Fishery politics can be obscure at times, but in any such situation, it is helpful to know who your friends really are. Some who pose as fish advocates are in the pockets of those who would profit from the elimination of our signature Northwest salmon fisheries. But, it takes a little digging to find out just what they're up to. Some who do so are just plain fishy.

One case in point is the Northwest Fish Letter, an online publication of Energy Newsdata. In all truth, the publication is quite informative at times. Salmon For All receives regular updates when the latest edition of the newsletter is

available. We have even passed them along to our members who have access to email at times. It took some extremely fishy letters to the Chinook Observer in Long Beach, Washington, to call attention to what NW Fishletter is really up to.

After our Fishermen's Rally in March, a cranky letter appeared in the Observer, deriding the positions taken at the rally as utter fallacies. The writer, one Cyrus Noe of Long Beach, quoted positions taken by Gary Loomis of Fish First. He also decried the proposal to breach the four lower Snake River dams as "delusional."

Under the assumption that he simply was a Gary Loomis supporter, SFA Administrator Hobe Kytr wrote a polite reply to Mr. Noe, refuting his position with well-researched detail. The following week, Mr. Noe let loose an absolute tirade, aimed not so much at Kytr and Salmon For All, as it was at Victoria Pitkanen Stoppiello, who writes occasional opinion columns for the Observer. Victoria, currently the managing director of the Astoria Cooperative, a long-time participant in the annual Fisher Poets Gathering, and the granddaughter of an Ilwaco troller, had the temerity to write a column

advocating removal of the four lower Snake dams, which appeared in the same issue as Kytr's letter. Noe also railed about the BPA's fish program costs, and how they hurt customers of Pacific P.U.D. No. 2.

Expecting that Noe would vent again, Kytr had been working on another well-researched letter, this time about Northwest energy policy and the false assumptions behind the BPA's estimates of its fish program costs. But at the May meeting of the Salmon For All Board of Directors, Bruce Buckmaster inquired if Cyrus Noe of Long Beach and Cyrus Noë, President and Publisher of NW Fishletter out of Seattle, were one and the same person. As it turns out, the answer is yes, one and the same guy.

Under the guise of salmon advocacy, NW Fishletter would divert attention away from dam-induced mortalities by pointing to every other possible cause for declining salmon runs. Advocacy like that will "love" our salmon right into extinction.

## THE LOGGER RESTAURANT

Hwy. 30 & Knappa Road  
*High Climber Cocktail Lounge*

Orders to Go 503-458-6886  
Catering Available 503-458-6100

Non-Smoking Restaurant  
Breakfast, Lunch and Dinner  
Lottery Service Center

*New Owners: Mary Ann & Kari Hall - Mark Alfonse*



PRIME  
RIB  
THURSDAY



## The BowPicker

**Albacore Fish & Chips**  
17th & Duane  
Astoria



*The Community Bank That  
Makes Things Happen!*

- ASTORIA •
- WARRENTON •
- SEASIDE •
- CANNON BEACH •
- MANZANITA •

*Full Service Banking*

A  
B  
E  
C  
O.

**ASTORIA  
BUSINESS  
EQUIPMENT CO.  
& Columbia  
Chocolates**

*"Serving the Columbia  
North Coast Area"*

**1332 Commercial St.  
Astoria 503/325-9750  
FAX 325-2975**



# News Briefs

## Sea Lion Dilemma

It is estimated, by ODF&W Fish Division, that the ever increasing immigrant California Sea Lion population in the Columbia River have taken a toll of 4,000 Spring Chinook out of this years moderate 100,000 upriver run. This amounts to about 4% of the total taken by the hungry Marine Mammals in the 1.5 miles directly below Bonneville Dam.

With all of the reported sightings of both Sea Lion and Seal takings, in the river below that point to the mouth by both Sport and Commercial Fishermen, as well as casual observers, the total could very well be double or more.

Apparent new migrants to the river in increasing numbers, Steller Sea Lions, are creating another fishery problem. Being somewhat larger than their darker colored cousins from California, the browner colored Stellers, have discovered, and are taking, large brood Sturgeon from the spawning area directly below Bonneville Dam.

## LNG siting Moves on

Northern Star Natural Gas has taken another step towards approval of its Bradwood Landing Terminal site, 38 miles up the Columbia River, in eastern Clatsop County. Formal acceptance of its application by the U.S. Federal Energy Regulatory Commission is another step forward for the Houston, Texas based company in its bid to build a facility and install a pipeline to deliver the gas.

The announcement by the Federal

Commission, dated Friday June 16, leads into the next step in the Permitting process, a three week or 30 days for citizens to file in protest or as official stakeholders in the case. At this point there are several groups and individuals who plan to file as interveners to the project. Growing concern, in the area, to the plant as well as the proposed pipeline will lead to more filings in the coming days which gives them rights to have input in the F.E.R.C. approval process.

Perhaps the most vigorous opposition to Bradwood Landing comes from the Washington side of the river at Cathlamet and Puget Island. Being on an Island and facing directly at the proposed plant it is understandable. Fishermen and boaters on the river are, of course, also concerned about the exclusive zone around each one of these ships as they enter and move up the river.

It is difficult to give-confidence boosting answers to these questions now, not knowing what conditions may exist in the future.

## Global Warming - Myth or Reality ?

Oregonians should brace for more storms in the future, like the ones off the Pacific Ocean this past winter, and the coastal estuaries, including the Columbia River, can expect higher tides pushed inland by the heavy seas that they create.

As the Warming trend, in this world, continues, pushed on by human caused greenhouse gases, the oceans will absorb a majority of the heat. This in turn will cause more El Nino conditions, storms, rising sea levels, and larger swells. The North Pacific

and hence our Northwest Coastline is certainly not immune to this phenomenon.

New scientific studies show the following:

1. A net loss of Polar ice with widespread thinning in certain Arctic and Antarctic areas.
2. Greenland Glaciers are dumping twice as much ice into the Atlantic Ocean as ten years ago,
3. West Antarctica has lost an estimated 100 cubic miles of ice in the past three years.
4. Arctic summers, by 2100, may be as warm as they were 130,000 years ago when sea levels, on the Globe were 20 feet higher than today.

As slow a process as this is, in human time schedules, we owe it to future generations to pay attention to these weather and climatic warning signals and take the necessary precautions.

**Papa Murphy's**  
TAKE 'N' BAKE PIZZA

**889 Marine Drive**  
in Astoria

**325-4063**

Phone ahead — We'll have it ready!

*Skamokawa Pete's*

*"Duck Inn"*

*Restaurant & Lounge*

*Sizzling Steaks — Fresh Seafood*

In downtown Skamokawa, Wash. 360/795-3655



**HUMP'S**



**RESTAURANT**

**Open at 7 am everyday**

• in Clatskanie •  
**503-728-2626**



# THE BIG BLOW OF FIFTY-TWO

by Eldon Korpela

Any commercial fisherman who has spent years working on water has experienced numerous storms and a few of such intensity that the event is never forgotten. Such is the case of the big one that hit the Naknek area during the 1952 Bristol Bay salmon season.

It was my first season fishing Bristol Bay. I had a previous opportunity to fill in as a deck hand during the sail boat days but my Columbia River deck hand, Ab Ihander, advised me not to. Ab had fished with his father for six seasons since he was seventeen. "Don't go, you'll kill yourself. Wait 'till next year when we will have an engine in our boat. I'll take you as my deck hand", he promised. Power was legal during the 1951 season but only a few boats were ready for it. Ab was issued a conversion for the 1952 season by Columbia River Packers Assn. and he kept his word.

We didn't have any forewarning of a storm since few of the Columbia River Packers Assn. boats had two-way radios or even receivers aboard. There was an offshore wind blowing from the north which blew harder during the evening. Unfortunately, we had run south to the lower limit line to make our usual evening drift, planning to hit the sack for some well-earned shut eye.

We expected to flood up into the narrowing area off Hungrys; for high water. With our bow attached to the net, it soon became apparent from the wind velocity that this was not going to be a normal Bristol Bay blow. We felt fortunate to have an incoming tide taking us toward the shore instead of out to sea. The waves tossed our twenty-nine footer up, down and sideways and made life in our small cabin uncomfortable. Hanging onto

the net kept the bow pointed toward the gale so we didn't get hit by a wave from the side. Every five or ten minutes we could hear a nasty breaker approaching which hit with such a harrowing force that it would engulf our low blister-like bow cabin and roll over it into the area



Young "Ab" Ihander at the rudder

amidships. Our converted sailboat was not decked over astern of the cabin but keeping the engine idling with the bilge pump on kept us afloat. We took turns climbing toward the stern in the darkness to activate a primitive hand pump installed when the vessel was a sailboat. This process went on throughout the night with the advance warning roar of the approaching breaker indicating that one of us must again work the hand pump.

Then in one of the strangest incidents that either of us has ever experienced, we both heard a voice originating

somewhere from the wild night's fury. We thought, "Is this how it ends?" The second time this sound from the dark became more audible so we parted the canvas flaps covering the back of our cabin. There was a vessel similar to ours with some "nut" yelling, "Are you getting any fish?" With survival our primary concern, the subject of fish in our net was not of primary importance. We had previously labeled this character, who fished for the same cannery as we did, "the crazy Norwegian" and certainly he verified the fitness of this moniker. His fishing partner quit and flew home the next day.

Finally daylight arrived and the wind and sea calmed to introduce a magnificent morning. We pulled our net aboard, "cleared" the fish, and located our company's delivery scow off Hungry's cannery where we pitched off our nine hundred sockeye.

The tally men on the scow had some tales to tell about the night's experiences. A couple of first-timers to the Bay had abandoned their boat alongside the scow threatening to quit and go home. Fortunately, unpleasant experiences in the fishing operations are soon forgotten and it's business as usual. This was the case with us as we basked in the beautifully calm morning sunshine and decided to lay out our net on the outgoing tide. After all that's what we are here for, to catch fish. With no hint of trouble, we laid out expecting to catch up on some of that sleep we missed out on during our last drift. There wasn't a gradual increase in the reoccurrence of wind velocity, it hit hard with little warning. We had been in the eye of the storm and had failed to recognize it until the wind picked up speed.



## NORTH COAST TRUCK

*Quality Truck, Marine &  
Hydraulic equipment*

NOW STOCKING LIGHT TRUCK PARTS  
AND ACCESSORIES 4X4 TRUCKS AND S.U.V

**757 W Marine Drive, Astoria**

*Across from Youngs Bay*

Open daily 8 to 5:30, Sat 8:30 to 12:30

**325-3111**

## Bank of America



*Full Service Bank*

977 Commercial Street  
Astoria, OR 97103  
(503) 325-2333



**Keys Safes Bicycles  
Quality Locks  
Plastic Engravings**  
*prompt, professional service*

**1606 Marine Drive, Astoria**  
**325-7334 or 1-800-882-5360**  
**24-hour emergency service**



One of the last decisions a gillnetter will make is to abandon his net, something that neither of us has ever done. With very little help from our hydraulic picking roller, we began the task of getting the net, all one hundred fifty fathoms, back into the boat. The roller was of little help because the net was as tight as a bow string. Due mainly to Ab's strength and weight, we did manage to "horse" our net back into the stern and attempt to buck the wind and tide back up to the sanctuary of the Naknek River.

By this time, the seas had reached monstrous proportions in the channel and our little vessel kept riding up each wave's crest and then pounding into the following trough. We couldn't make any headway and seemed to lose ground toward the open sea behind us. Then the long wooden guard which protected the keel pipes on the bottom of the hull broke loose from the pounding and drifted to the surface. Without a radio to contact one of our cannery's power scows, we were in bad shape with no foreseeable solution.

We wondered how long our boat could take the beating. Heading in a lateral direction to have the breakers smashing into us sideways certainly was not an option. nor was a run south into the open sea. Checking the area west of us, toward Dead Man's Sands, we spotted a green power scow headed in our direction. It was one of our company's vessels, the Husky, skippered by Roy Aspen who had observed our predicament and sensed that we needed help. Roy maneuvered his vessel until he was between us and the shore to the north, thereby protecting us from the breakers.

The scow headed in a northerly direction toward our home port in the Naknek River, breaking down the seas as we remained close to her stern. The wind,

which was clocked at one hundred miles per hour, had a strange effect on the shallow water below the river. The waves were knocked down until they appeared only several feet high and the spray was vaporized giving the surface a smoky appearance. Some observers describe this phenomenon as "smoking" water.

As we entered the river and pulled alongside another conversion, a fisherman was performing artificial respiration on a man who was lying face down on the decking covering the engine compartment. From the expressions on the faces of the other men in the boat, I could tell that there was little hope for the survival of the victim.

Several years ago, I read another fisherman's account of this same storm and he stated that in the immediate area, seventeen fishermen perished during the blow. In other conversations, estimates have run up to twenty-five deaths. With modern decked over vessels containing electronics and safety equipment, it is highly unlikely that a tragedy of similar proportions could ever again occur among gillnetters in Bristol Bay.

I moved from Astoria to West Linn, Oregon about ten years ago and began attending the Lutheran Church. There I met Lloyd Haatia who said he was on a power scow in Bristol Bay during the 1952 season. I had taken a photo of the Husky with the engineer and deck hand on the bow. I retrieved the picture from my files and when I showed it to Lloyd, he exclaimed "That's me on the right, the deck hand". Lloyd and I have since become fast friends and were partners on a gill net vessel during the 2000 gill net season on Cook Inlet.

In my forty-eight summers gill netting Alaska waters, that blow of "52" still stands out from all the others.



## THE BIG CRANE

Curious Astorians watched, one morning recently, as a huge Port of Portland crane from China moved cautiously under the Astoria-Megler Bridge with a minimum of clearance, and on up the Columbia River. The specially designed ship with submersible water tanks for a lower profile, was also Chinese.

Notice in the photo below, as the crane slides under the bridge, and past the Cannery Pier Hotel, the Coast Guard helicopter visible just to the left. The top photo, with Tongue Point to the East, demonstrates the ship's low profile with tanks filled with sea water.



**CAMERAS and SUPPLIES**  
**DIGITAL PRINTING and PROCESSING**  
**PHOTO COPYING and REPAIR**  
**READYMADE and CUSTOM FRAMES**  
**BINOCULARS • PASSPORT PHOTOS**



**THE COMPLEAT  
PHOTOGRAPHER**  
Chuck and Sara Meyer  
Since 1977

**475 14th Street • Astoria OR 97103**  
**(503) 325-0759**  
**www.compleatphotographer.com**

**BORNSTEIN**  
**SEAFOODS INC.**  
Astoria-Newport-Warrenton-Bellingham

**Local Buyer  
Processor**

Box 58, Astoria, OR 97103  
(503) 325-6164 • Fax (503) 325-0403  
**www.Bornstein.com**

## Vinson Brothers Construction

V.B. Construction Inc.  
92740 Knappa Dock Rd.  
Astoria, OR 97103

CCB# 66679  
Rock Products • Excavation  
Underground Utilities  
Septic Systems

**VBC**

Dennis Vinson

Phone (503) 458-6561  
Fax (503) 458-6763

Home (503) 325-4125  
Cellular (503) 741-0170



## Joint Oregon and Washington State Lower Columbia River Sturgeon Management Policy

The 2006 terminal run size forecasts for Columbia River stocks are as follows:

### 2006 RUN SIZE FORECASTS

LRH	58,800
LRW	16,600
BPH	50,000
URB	253,900
MCB	88,300
(29,700 BUB; 58,600 PUB)	

2006 COLUMBIA RIVER TOTAL 467,600

These predictions are to be considered final and will be updated only in case of a significant change in the data. Adjustments to the forecasts will be made during the Pacific Fishery Management Council (PFMC) Ocean Salmon Management Process (PFMC, 2006) based on modeling results of proposed marine salmon fisheries.

### Bussert, Law & Associates LLP

ASTORIA:  
610 Eighteenth Street  
Astoria, OR 97103  
(503) 325-5102 • Fax (503) 325-0438  
Email: bula\_@pacifier.com

SEASIDE:  
862 Broadway  
Seaside, OR 97138  
(503) 738-6441 • Fax (503) 738-0457  
Email: bula\_@pacifier.com

### 2005 Fall Chinook Return

The return of the five major components of Columbia River adult fall Chinook in 2005 was 554,800 including 78,300 LRH, 16,800 LRW, 93,100 BPH, 268,700 URB, and 97,900 MCB. The total 2005 return of all Columbia River origin adult fall Chinook was 561,400, including 6,600 Select Area Bright stock (SAB) produced at N.F. Klaskanine Hatchery and at select area net pens. This stock was formally known as Rogue River Brights.

The total 2005 adult harvest in the Columbia River main stem and lower river Select Areas fall fisheries were 188,012 Chinook, including 14,436 LRH, 2,240 LRW, 55,967 BPH, 76,497 URB, 32,356 MCB, 5,207 SAB, and 1,309 strays.

### 2006 Stock Specific Forecasts Lower River Hatchery (LRH)

The 2006 LRH forecast of 58,800 is a fair return; slightly better than half of the recent ten year average of 83,800. Lower River Wild (LRW)

The 2006 LRW forecast of 16,600 is similar to last years' actual return. Forecast would be slightly greater than the recent ten-year average of 15,300.

### Bonneville Pool Hatchery (BPH)

The 2006 BPH forecast of 50,000 is half of last years return. Forecast is slightly greater than half of the ten-year average of 88,600.

### Upriver Bright (URB)

The 2006 URB forecast of 253,900 is another strong return year. Return would be similar to the last years' actual return. Forecast would be slightly greater than the ten year average of 228,300.

### Snake River Wild (SRW)

A Snake River wild fall Chinook forecast is not part of this report. The technical staff of Columbia River management agencies will develop a Snake River wild specific forecast during the Endangered Species Act consultation process. That process will coincide with the PFMC process.

### Mid-Columbia Bright (MCB)

The mid-Columbia Bright "stock" corresponds to a group of URB stock fish reared and released in the mid-Columbia River. The MCB fall Chinook are composed of Bonneville Upriver Bright (BUB), released from Bonneville Hatchery and Pool Upriver Bright (PUB), released into the three pool areas between Bonneville and McNary dams.

The 2006 MCB forecast of 88,300 fish would be another good return. Forecast would be slightly greater than the ten-year average of 79,900. The BUB forecast of 29,700 is down from recent years and only 69 percent of the ten-year average of 43,300. The PUB forecast of 58,600 would be greater than the recent ten-year average of 41,400.

Trust your feet to Gimre Shoes

SIZES 5 - 16  
Width AA-6E

Peter and Jon Gimre

ASTORIA  
239 14th Street  
325-3972



HILLSBORO  
256 E. Main  
640-5866

### Warrenton Boat Yard

FULL-SERVICE MARINE RAILWAYS

COMMERCIAL • YACHT • SAILBOAT  
FIBERGLASS • WOOD • STEEL  
BOAT REPAIR  
COMPLETE HULL BOTTOM MAINTENANCE

Salmi Brothers  
NE Bay & NE Harbor Ct.  
Warrenton, OR 97146  
861-1311

### BRUSH TAMERS



Old-fashioned Experience  
Cutting Edge Tools  
Chipping - Brush Mowing  
Brush Removal - Field Mowing  
Daniel Leinweber  
(503) 861-9292



# SNAG DIVER STORIES & RECOLLECTIONS

By Hannu Laukkanen



## Feature Story Introduction, by Jon Westerholm

The story of Snag Living on the Columbia River, for Commercial fishing, is brought to you by an individual who has many years of experience in the field. Hannu Laukkanen (pictured above) is now a Professor in the Optometry School at Pacific University in Forest Grove, Oregon. We bring you this fascinating story, about a required and dangerous aspect of Gillnetting on the Columbia, in this and future editions.

• • • • •

## INTRODUCTION

I was pleased that Jon Westerholm, the editor of the Columbia River Gillnetter and fellow Brownsmead boy, asked me to pen an article about snag diving. In our initial discussions, I got the sense that Jon wanted a historical descriptive piece starting from the first hard-hat divers and extending through the age of SCUBA snag diving. Once I began writing, I realized that I would not be able to actualize Jon's goals for several different reasons. Sadly, all of the pioneers Columbia River snag diving have passed away and have left little if any literature about their early exploits. Of the many early snag divers, we know only some of the names and only because of the rich oral history traditions of gillnetters. In Lower Columbia region, the early divers best remembered today were primarily gillnetters in addition to having been snag divers. I regret that I did not have the time to investigate, discover, track down and record relevant oral histories about early diving. Instead, that task will be left to a more capable future historian. What emerged when I began writing this article was a first-person potpourri of snag diving experiences, personal observations, and interesting tidbits that I learned while snag diving for most every drift on the Columbia over the course of two and a half decades. I am honored to share these recollections with the gillnetters of the Columbia River for whom I have deep af-

Towing  
a snag



**PRO-LUBE**  
AUTOMOTIVE SERVICE CENTER  
Locally Owned & Operated

Brakes • Tune-up • Custom Exhausts

Mon - Sat. 8:30 a.m. - 5:30 p.m.  
**861-1075**  
969 SE Marlin Avenue  
Just South of Fred Meyer in Warrenton

---

New! **TOUCHLESS CAR WASH**

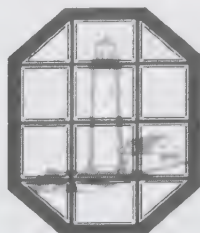
**CAR WASH**

*Nothing touches your car but soap and water*

**OPEN 24 HOURS!**

Ultimate wash \$8.00  
\$2.00 off w/oil change  
Vacuum Island with carpet shampooer  
Waiting Room

WINDOWS • DOORS • SIDING • CABINETS • COUNTER TOPS



**Pacific View**

**ROY TRUEX**

326 S.E. MAIN ST.  
P.O. BOX 1030  
WARRENTON, OR 97146  
OR: CCB #53321

Open Mon-Fri  
8am to 5pm

(503) 861-2305  
FAX (503) 861-0984  
1-800-260-2305  
WA: PACIFVW066NJ



fection and great respect.

#### EARLY SNAG DIVING

Early snagging was a slow, labor-intensive process. Many drifts tried to catch and pull snags by dragging a cable on the bottom behind two boats. Drift fishermen who had taken part in earlier cable dragging ventures often grumbled to me that it had been a very inefficient process, and the results were mediocre at best. A more effective method was to use nets that were specialized to catch snags. On occasion, snag nets by themselves were used to catch and pull snags, particularly smaller snags. Trying to clear the bottom using a snag net alone without a diver was frequently a "catch and release--without getting it off the drift program." The bonus was that more often than not, you had to go back to the net rack and mend the snag net afterwards.

Hardhat divers were the first snag divers on the Columbia. Hardhat gear included a very heavy dive suit, helmet, and leaden boots. The hardhat diver got his air from an air pump at the surface via hoses. The first pumps were hand-operated, requiring two men on the surface to continually pump a lever in order for air to get down to the diver. The

hardhat diver descended to the bottom using a ladder or rope, then walked to the snag being wary to keep the trailing air hoses from getting pinched in the net. After the snag was found and choked, the hardhat diver had to be hauled by hand back up to the surface. I have been told by many who still remember the hardhat era, that snag diving was very slow and productivity very low. During that earlier era a productive day meant two to three snags out of the drift.

The advent of the self-contained underwater breathing apparatus (SCUBA) greatly increased the speed and productivity snagging on the river. My personal productivity record was set on a drift near Puget Island. We yanked and cleared 23 snags out of the bottom during a single ebb tide. I was very tired at the end of that noteworthy day.

#### MY FIRST SNAG DIVING EXPERIENCE

I am very grateful that the Brownsport Drift took a chance on me and gave me my first snag diving experience only one year after I obtained my basic SCUBA certification card. I was young and foolhardy enough to try my hand at snag diving for the opportunity to earn a big paycheck. My brother Mark, an experi-

enced snag diver, helped me secure my first booking. A large factor in why I was given a chance was that experienced snag divers were not in abundant supply during the big run-out tides at that point in time. The drift elected to take a chance on hiring me in the hope that I could put a cable around a snag, would not drown, and would be available to them for future snag diving.

I was somewhat nervous about diving but it proved to be a slow day. Near the end of the tide a locator boat finally hooked a snag in the Pole Hole. As we maneuvered next to the snagged locator boat, I went through my mental diving checklist and reviewed key advice I had received from Mark about diving on snags. Perfect, the snag was at a depth of only twenty feet. I confidently jumped overboard, grabbed the snag net and began my decent. I was grateful that the basic SCUBA certification course I had taken had been surprisingly rigorous, both the didactic portion as well as the hands-on underwater training. My course instructor had great credentials, was highly trained, and certified me with both the PADI and NAUI diving organizations. He had simulated all kinds of emergencies underwater. I had finished at the top of my class. What could there possibly be to worry about on this shallow water snag?

None of that training or open water diving experience in clear water had prepared me for this kind of Columbia River underwater darkness. As a youngster, I had experienced being lost in the forest by myself after dark. Yeah, that had been a dark and scary experience, but not nearly as dark and scary as climbing down this snag net for the very first time.

Since that time, I have come to realize that each one of us harbors primordial fears within. I have come to understand that nearly everyone has a fear of complete darkness, of being lost, and of being utterly and completely alone. Fortunately, most folks rarely have to face the kind of primitive fear that arises from darkness, being alone and being unable to communicate. In our culture, blindness is our biggest fear after cancer. I suspect, our fear of darkness may in part be why we fear blindness so.

I found the snag on the bottom quickly and explored it with my hands. Both ends were cleanly sawed off, so was undoubtedly a hemlock sinker that had fallen out of a log raft that had been towed overhead through the Pole Hole. It was

**The Northwest's Largest Independent Tire Dealer**



**McCALL  
TIRE CENTER**

*Warrenton & Seaside*

Serving you 8 am till 6 pm Mon-Fri  
8 am till 5 pm Saturday

1167 SE Marlin Ave, Warrenton 861-3252  
2155 South Holladay, Seaside 738-9243

**"The Commercial Fisherman's Eyecare Specialist"**



**North Coast Vision Center**  
**Laura M. Gianelli, O.D.**  
**Walter R. Receconi, O.D.**

*Family Vision Care • Contact Lenses  
Pre & Post Surgical Care • Fashion Frames*

577 18th Street, Astoria, OR 97103  
(503) 325-4401 Fax (503) 325-3278



easy getting the net off and choking the snag. I straddled the sinker between my thighs, bent down and threaded the cable from one hand to the other and shackled the cable. After jerking on the cable to signal that the snag was secure, I surfaced. Easy as pie. Back in the boat I checked my pressure gauge. How could this be? Three-fourths of my air tank was depleted. I had been underwater only five to ten minutes and it had been shallow water. On previous open water sport dives this volume of air had lasted nearly 45 minutes at even greater depths. I asked the tender if I had produced an abnormal amount of bubbles during my dive. Both he and skipper Orville broke out laughing: "The water all around the boat boiled. We have never ever seen so many bubbles coming out of a diver." "Well, I have a pretty big tidal volume" I sheepishly offered. "Then you better bring a lot of tanks with you in the future" was the Orville's suggestion.

When we were back at Westerholm's dock and unloading my gear, Alan the drift paymaster approached me with the drift's checkbook and a pen. He asked me, "What does a junior diver charge?" Convinced that I was not going to get the standard \$75 diver pay, I responded, "What do you pay a commercial snag diver

er for a tide?" Alan who had a reputation as being very tight fisted with a buck, reminded me again that I was a green horn apprentice diver. Orville, the cranky old snag boss who was monitoring our negotiations opened his mouth to speak. My heart sank; I knew that Orville would back some low-ball salary amount that Alan suggested. I would be stuck for years as an apprentice diver with this drift. "Pay the man \$75; the full amount!" Orville croaked. What a happy proud day it turned out to be for me! Not only was I getting paid what an experienced commercial snag diver would earn but also Orville had called me a man. Even after he witnessed me make the surface of the river boil with my fear laced bubbles.

#### SNOOKIE SCHOOL

More lessons would follow. I would characterize my early snag diving performance as slow, sequential, and very methodical. When it was time for me to go overboard after a snag, I was not always completely geared up and ready. I would wait while the locator verified that his boat was not moving and slowly dragging the snag in the current. I would double-check all my gear and then ask my skipper to position our dive boat flawlessly before I would go overboard. I liked to have both boats parallel with ex-

actly eight feet of separation between the dive boat and the snag net. Sometimes this would require more than one approach. No one ever complained until Clarence a.k.a. "Snookie" took it upon himself to school me one day.

Snookie was a moonlighter. He not only gillnetted, but he ran his own gyppo logging outfit. Other fishermen on the drift were amused by the fact that Snookie's boat with the big Chrysler V-8 had only two speeds. They were lay-out-the-net-speed, and go-home-speed. He was impatient with slow men in the woods—and with slow divers. My lesson began one evening when he looked up from his drink and said: "You are a good diver, but....." I took his advice to heart, I always tried to be geared up and ready before the locator had picked up to the snag. I learned to be a quicker diver underwater too. In the decades that followed as I learned the ropes, I became grateful for Snookie's coaching early on. His sharing of his dissatisfaction with my early performance helped me to become a more efficient, competent, and professional snag diver.

#### TOUGH SNAGS THAT REQUIRED MORE THAN ONE BOAT

During my years of snag diving there

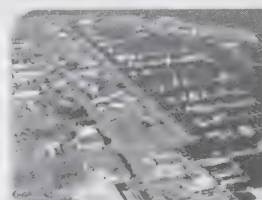
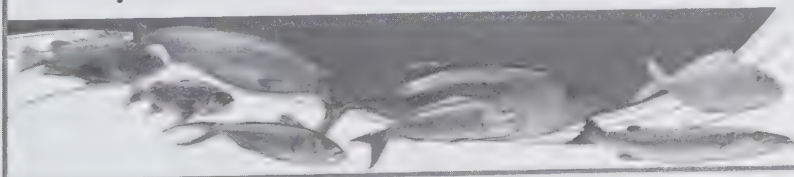
# PacificSeafood®



450 N.E. Skipanon Drive, Warrenton, Oregon 97146 • 503-861-2201

The Pacific Seafood Group, a family owned, vertically integrated seafood company based in the Western United States. The Pacific Group processes West Coast products from Alaska to Mexico and owns and operates distribution facilities and distributes in Washington, Idaho, Montana, Oregon, California, Nevada and Utah. The Pacific Group exports products throughout Asia, Europe and the Middle East and also imports products from many of these areas as well.

Please see our web site for more information at:  
[www.pacseafoods.com](http://www.pacseafoods.com)



Alaska Pollock  
Albacore Tuna  
American Lobster  
Atlantic Salmon  
Catfish  
Chum Salmon  
Clams  
Cod  
Coho Salmon  
Cold Water Shrimp  
Dungeness Crab  
Flounder  
Halibut  
King Crab  
King Salmon  
Lingcod  
Mahi  
Mussels  
Oysters  
Pacific Rockfish  
Pacific Whiting  
Pink Salmon  
Sable Fish  
Scallops  
Seabass  
Shark  
Snowcrab  
Sockeye Salmon  
Spiny Lobster  
Squid  
Surimi  
Swordfish  
Tilapia  
Trout  
Warm Water Shrimp  
Yellowfin Tuna



were many tough snags that were opposed to relocation.

In bygone days when men were made of iron and wooden boats had very little horsepower, a float log was towed to the unyielding snag during the lowest part of the tide. The float log was then tightly cabled directly above the snag. The fishermen went home leaving high tide and current to gradually work the snag loose. In recent years, this method has been used very sparingly because the Coast Guard frowns upon any one else putting navigational hazards in the river. Colossal fines usually accompany Coast Guard frowns.

A Columbia River bowpicker powered by a six-cylinder Crown or eight-cylinder Chrysler can tow pretty hard on a snag, but often it wasn't enough. We would always start by pulling in the direction I prescribed. If that was not successful, the skipper would turn the rudder so the boat would make a slow 360° arc while tugging.

If the snag didn't budge after about 15 minutes of full-throttle pulling, heavy-duty measures were called for. The stern line of a second boat would be lashed to the bow cleat of the first boat. After the first gradually throttled up to full power, the leading boat would then do the same. In addition to the increased horsepower brought to bear by the second boat, this method helped to maximize the power of the boat closest to the snag by keeping its bow from lifting under full power. An ever present danger was that if the cable suddenly snapped, the first boat could rear-end the lead boat.

If this method was not successful, two and even three boats were lashed together in parallel. I learned from many broken cables that my quarter inch steel line would not bear the strain of three boats. For those situations, I would dive down to the snag beforehand and re-choker it with a heavier cable.

If the snag wouldn't stir, the next escalation in the war of snaggers versus snag was to exploit the advantages of a snag scow. Prior to era of boats with big engines, scows were the contraptions of choice with reluctant snags. Snag scows are rigged with slow powerful logging winches and heavy cables. Tremendous lift can be wielded on a snag when the decks are winched down to water level, given the huge water displacement of the scow. Most snag scows also had pumps and fire hoses. Many a time I

took the fire hose down to the snag and used high pressure water to try and jet out sand from under and around the snag. If the scow couldn't first pull the snag out of the bottom, my jetting excavation work rarely contributed to later success.

There were hardly any snag scows on the river; so few drifts had access to one when they needed one. The have-not drifts would usually rely upon the kindness of passing towboat captains. Quite



*Hekki Laukkanen jumping overboard*

a number tugboat captains had either gillnetted in an earlier life, had family who were gillnetters, or were just plain friendly towards commercial fishermen. Most drift fishermen knew friendly captains, so they would call for help on the VHF radio when they encountered a entrenched snag. If a tugboat was running through the area without a tow or a push, the boat and crew would usually lend a hand when OK'd by the skipper. Many of these Columbia River towboats were relatively massive and had in excess of a thousand diesel horsepower. With such a vessel there is no such thing as gradually coming tight on the cable. Even the one-inch diameter cables attached to the snag snapped as if they had been made of string. Even though there were exceptions, most of the big tugboat encounters that I witnessed usually resulted in busted cables and a snag that stayed put.

Interesting snag removal solutions sometimes emerged. The Cathlamet Drift was cursed with a snag that was in the worst possible location on their drift. Multiple

fish-boat, and tow boat pulls had all been unsuccessful, so the drift hired a digger barge. Using a big crane and clamshell bucket, the digger barge dug out and removed the troublesome snag. It was an expensive but successful solution for the drift.

Fellow snag diver, Jim Beckwith shared some the novel solutions he had employed with snags that wouldn't come out by conventional means. On one of the Rainer drifts, he found a big buried tree with branches that stuck out of the bottom and habitually snagged any net that happen to pass by. It was in the prime fishing area of the drift. It wouldn't move, so he revisited the snag with his crosscut hand-saw. Jim cut off all the branches that were sticking up. The fishermen were subsequently able to drift their nets over the remainder without snagging up. Jim came up with a different nifty solution for another huge immovable snag by building a metal net ramp over the part jutting out of the sand. He pounded several metal pipes into the sand upriver from the snag and oriented them in such a way as to create a ramp over the snag. This ramp allowed nets to travel downriver and up and over the snag without hooking up. Clever.

#### UNTANGLING SNAGS ON THE SURFACE

Another time-consuming task where my help was appreciated was untangling snags that had been pulled to the surface by the net. If the snag had an opportunity to bounce around in the net on the bottom before surfacing, the result was a snag wrapped in a ball of net. In many of those circumstances another locator boat was called in to pick the other end of net until the two locator boats came together and both ends of the snag could be brought near the surface. I would then jump in and attached lines near the ends of the snag so the snag could be supported on the surface while the net was slackened. I would usually stay in the water to help untangle the net. Untangling was much easier if both boats could be navigated to shallower water where the fishermen could get out of their boats and help me with the untangling process. There were a number occasions when we spent the entire tide disentangling a single snag from the snag net. On one interesting encounter in St. Helens, a law enforcement boat arrived and demanded to see our required state issued snag permit just as a balled up snag was hoisted near the surface with the net. As was usually the case in that part of the river, a con-



cerned citizen had probably reported that a group of gillnetter's was brazenly catching salmon out-of-season in broad daylight. Fishermen on this particular drift were more than a little familiar with this drill. Most were not sympathetic to law enforcement's regular need to repeatedly verify the snag permit. The sheriff's boat pulled to within a few feet of our boat and the officer yelled to no one in particular to go fetch the snag permit. After an uncomfortable pause the snag boss yelled: "Can't you see we are working here? You will have to wait." The sheriff's boat stayed quite near as we navigated the locator boats to the beach near the town of St Helens. Instead of finding the permit for the police immediately after we got to the beach, the fisherman climbed into the water and began the process of disentangling the net from the snag. We unraveled for over an hour while the cops stewed. I knew there would be consequences. After the net was untangled, the requisite snag permit was finally produced. Although the permit was in order, the still stewing cops began a very thorough inspection of each boat. Sure enough, minor violations such as worn life preservers were found, and fines to the individual skippers were levied.

#### PET PEEVES ON THE DRIFT

In my first year I learned that a common pet peeve was having their snag net cut by the diver. Cutting the snag net makes it much easier for the diver working in a swift current to free the net from a snag. It can also help prevent the diver from becoming entangled. For the drift a cut snag net means that net is much more likely to miss snags until it is patched up. Snagging time with a decent run-out tide is always a very precious commodity before each fishing season. In addition, snagging is a very costly venture for each member of the drift from the standpoint of both time and money. A slashed snag net signifies that someone will now have to fritter away even more valuable time racking and mending the cut net.

I learned this on one of my first jobs on the Swing Drift. I followed the lead line to the bottom until it vanished into the sand. When I pushed my hand into the sand where the net disappeared, I could feel the top of a buried sinker. Digging like a dog with both paws, I was unable to get under the sinker because my hole collapsed essentially as fast as I could excavate. My light bulb came on. How damn big was this buried sinker? Was I digging in the optimal spot for a good

choker hold? Use your brain, explore the snag with your dive knife, and then try to dig again. A great idea but poor execution would follow. My long bladed knife slipped easily under the small sinker but when I moved it laterally the lead line came shooting out from under the snag. With a bit more effort I was able to thread the cable under and choke the sinker. When I surfaced, Don the locator was shouting in my face. "Goddam you; you cut my net!" His anger and outrage is what I remember from that episode, plus my acute embarrassment for having screwed up.

#### SOME DRIFTS ARE MORE ORGANIZED THAN OTHERS

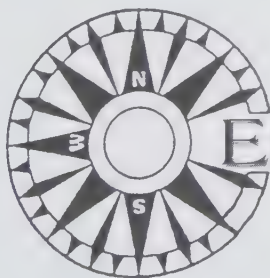
Of the many Drifts in the lower Columbia, some were much better organized for snag pulling. Mayger always had the most highly organized and disciplined snag crew. Next in my rankings would be Eagle Cliff, Skamokawa, and Altoona. Members of the Mayger Drift were punctual, organized, and cooperated efficiently as a team. The snag boss characteristically reserved a diver for the best tides before the other drifts got around to booking a diver. On snag pulling days before fishing openings, Mayger thoroughly and repeatedly scoured their drift using seven snag nets typically.

*We would like to thank all of you for attending our Grand Opening  
we look forward to another 62 years of serving you at  
our new location.*

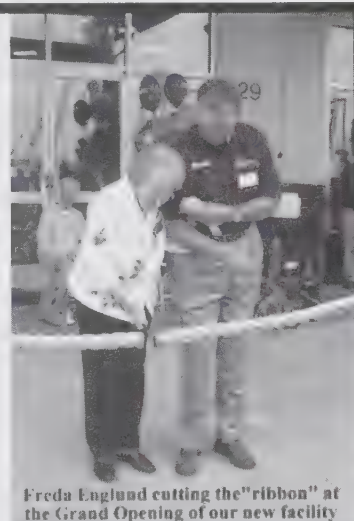
*We also appreciate the support our suppliers that we have  
represented for many years including:*

*Xtratuf Boots, Grundens Foulweather Gear, Dexter Russel  
Knives, Stormy Sea Clothing, Polyform Buoys, Seadog Line  
plus many more.*

*Please see us for all your fishing needs, we will be receiving our fall  
net order soon and are currently taking orders for the  
Columbia River spring fisheries and the Alaska fisheries.*



**ENGLUND MARINE &  
INDUSTRIAL SUPPLY Co.  
Inc.**



Freda Englund cutting the "ribbon" at the Grand Opening of our new facility



They always used a snag scow and maneuvered it into place like a run-about upstream from snagged nets. Mayger was the only drift that asked me to merely choker the snag. They didn't want me to spend any time freeing the net from the snag while I was on the bottom. This was a smart drift policy because it improved utilization of the diver by reducing the diver's work time per snag. While the diver was on his way to diving on the next snag, the scow crew would yard both the snag and the net onto the deck of the scow, separate the two, and send the locator back out to find another snag. Most drifts didn't have it together nearly as well. Even with steep fines imposed for not showing up, snag crew absenteeism was a chronic problem for many drifts. Many gillnetters had other jobs and had difficulty getting time off for both snagging and fishing. Although I have never earned any medals for my own punctuality, I was dumbfounded by drift constituents who would regularly would show up several hours late—even after reportedly being hounded by the snag boss beforehand.

#### EXTRA GEAR

Wear and tear on a snag diver's equipment is incredible. A snag diver can never carry enough dive gear. As a diver

you work in equipment damaging conditions with jagged steel cables, oily smelly power equipment, muddy murky water, sandy water, and you constantly drag your body and your equipment over abrasive surfaces. After I first started it didn't take me long to realize that I would need to duplicate everything I used while snag diving because my equipment regularly failed or was lost to the depths of the river. I literally carried two of everything to jobs for years. After a time, it occurred to me that out of the nearly 500 lbs. of equipment I brought to every job, I could save at least one trip to and from the car and reduce my travel load by approximately forty pounds if I only brought one lead weight belt with me. The second time I tried this, I lost the first weight belt of my diving career. The standard routine was after I surfaced, the tender would lean over the bow of the boat and I would first hand him my weight belt and then my tank. I would then slid down the side of the boat and pull myself on-board. On this occasion, the weight belt slipped from my hand and immediately sank before the tender could grab it.. This fumble of course happened right in the middle of the tide on a very snaggy day for the Skamokawa Drift. Without a weight belt I couldn't dive on any more snags, so activity on our dive boat

ceased while we discussed potential work-around solutions. Because several locator boats were still hanging on snags, Kent motored over to see what the problem was. After he heard that I had lost my one and only weight belt, he gave me a look that could have frozen the Columbia River in August. Thanks to Klint's very fast boat and the theft of brother Mark's weight belt from Puget Island, we were able to salvage a portion of the remaining run out tide. After that awkward and embarrassing incident, I resumed carrying two weight belts.

#### HAZARDS

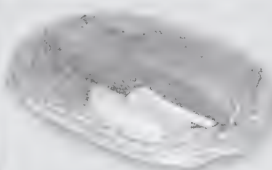
##### SLEEPING SICKNESS

For the longest time I was perplexed by my "sleeping sickness" that was directly related to snag diving. After a day of snag diving I would be over whelmed by the need to sleep. It was not uncommon for me to have to nap in my car before I could drive home. During busy days on the boat, I even fell asleep in between dives near the end of the day. Fellow snag diver and brother Mark, was afflicted by the same ailment. Gas buildup in body tissues, is how he explained it. A physiologist would describe it as a consequence of hyperbarism. As the diver descends underwater the pressure all around the diver increases greatly. For example, at 33 feet there is twice and at

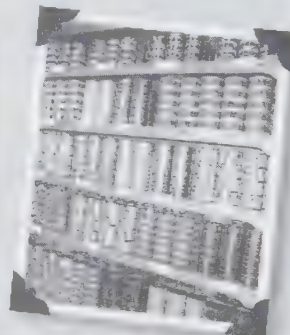


**Specialty Seafood & Smokehouse**

- ▶ *Serving the World for Over 85 Years with Fine Smoked & Canned Seafood*
- ▶ *Specialty Seafood Gift Packs*
- ▶ *Hot Smoked Seafood*
- ▶ *Cold Smoked Chinook Salmon*
- ▶ *Salmon Jerky*
- ▶ *Visit our Historic Smokehouse and Sample Our Healthy Products*



Mike & Linda Josephson displaying a beautiful smoked salmon side.



**106 Marine Drive • As Seen on Network TV, Food Finds  
We're On The Trolley Route • Tel 325-2190 • [www.josephsons.com](http://www.josephsons.com)**



66 feet three times the normal sea level pressure on every square inch of the diver's body. Air from the SCUBA tank has to be delivered to the lungs under high pressure to counteract the underwater pressure. In the lungs, blood is exposed to extremely high alveolar gas pressure, which is called hyperbarism. These high pressures cause tremendous changes in the physiology of the body according to medical experts.

#### POST-DIVING ILLNESS

Another very common post-snag diving consequence was getting sick. Invariably, I would suffer influenza or a cold subsequent to several days of snagging. I attributed it to stress, hard work, and being chilled. According to recently published research, illness is very common after diving. Most common are respiratory, gastrointestinal, ear, eye, and skin infections. Interestingly, there is a much higher risk after diving in fresh water than salt water, and even more so if the water contains pathogenic bacteria like the Columbia. Because divers who wore full headgear (I did not) were less susceptible, researchers attributed the illness to the habitual ingestion of water associated with diving.

#### BE IN GOOD PHYSICAL SHAPE

Snag diving requires considerable upper body strength. There is a lot of heave-hoeing involved. Getting down to a snag in a hard current requires both strong arms and shoulders, as does pulling a snagged net against the current and off a snag underwater. To get back into the boat, first you need to reach a couple of feet above your head with both arms and grab a rail on the deck. Then you have to quickly and forcefully jerk yourself straight up to get back onboard successfully. Vigorously kicking the legs and fins helps, but it is primarily the upper body that does most of the work. Modern aluminum and glass boats are more difficult for divers because there is more freeboard for the diver to hurtle. Hauling the snag closer to the boat once it is loose is done hand-over-hand via the snag cable. This task also requires strong arms and a strong back. A weight-lifting program long beforehand in preparation for snagging is a very good habit.

the diver was anchored. The snag diver was presumably in the cabin. It seemed odd indeed to see this well organized and industrious to a fault drift, wasting the precious ebb tide. It was very irregular to see the boat with the diver inactive while several of their locator boats were in need of their snag diver's talents. Given that no locators were snagged on the Diamond, I persuaded our skipper to idle up in between the white-caps to the cluster of Clatskanie boats in case they needed our assistance, and because we were all curious about their odd behavior. "So what's the matter?" I shouted from our pitching deck as we approached the collection of Eagle Cliff boats. Roger, the snag boss shouted back with a disdainful voice: "We are waiting for slack water. The diver says he can't get to the bottom in this hard current." From their expressions it was apparent that they were disgusted. "Oh." was my restrained reply as we came about in preparation for our return trip back to the Diamond Drift. What I was really tempted to bellow out with just the right amount of smugness was: "Who was the genius responsible for hiring that spindly-armed punk-ass city boy in your cabin, instead of a real snag diver [me]?" Roger who was hardly ever wrong and rarely screwed up, had

earned the nickname "Mr. Perfect." Unlike his brother Bruce, on the same drift, he was not known as an outstanding humorist, nor did he have a very thick skin. Had I hurled my characteristic Lower Columbia taunt, I guessed that Roger would have missed the humor of aimed at his reputation, perseverating instead upon on my bravado--probably for years. Like most snag bosses on the river who had previously hired me, Roger knew that I always got to the snag--no matter how hard the current. From a customer-relations perspective, I have learned a bit of verbal restraint. To not state the obvious is sometimes much more satisfying than launching a predictable gibe.

#### POTENTIAL CONFLICTS BETWEEN FISHERMEN AND SNAG DIVERS

There were occasions when the expectations and needs of gillnetters clash with those of the diver. One of the most common conflicts occurs after a snag is located and how much net should be picked up before the diver goes overboard and follows the net to the snag. When a net grabs something solid on the bottom in a hard current, the portion above the snag stops but both ends of the net swing together downstream. The snag locator takes the wind and many other factors into account in se-



## CLATSOP POWER EQUIPMENT

Full-Service Dealer

*Outboard Motor Repair*

— Fred & Gregg Mestrich —

34912 Bus. Hwy 101, at Miles Crossing

Call 325-0792 anytime

1-800-220-0792



## The Ship Inn

"WE'RE NUMBER 1 ON 2 STREET"

ASTORIA, OREGON 325-0033

Morgan and Jill Stokeld, your Hosts

Scrawny-Armed Diver from Portland  
One blustery winter day while snagging on the Diamond Drift (on the upper end of Puget Island) we noticed that the Clatskanie boats above us (Eagle Cliff Drift) were all idle rather than busy snagging. Looking through the binoculars we could see that several of their locator boats were snagged, but the boat with



lecting which end of the net to pick up. When possible, the long end of the net is usually selected. The savvy locator slowly and carefully keeps pulling more and more net into the boat until the angle the net makes while being picked out of the water indicates that the snag is a short distance away. After catching a snag, many locators are reluctant to carefully pick up much net because they don't want to get too close to the snag for fear of having their net slip off the snag. The less net picked up before the diver gets to it means the lower the likelihood that the snag will be lost. While that may be true for some types of snags on the bottom, less picked net translates to a longer distance the snag diver has to commute to arrive at the snag. Hand over hand underwater commuting against a hard current is strenuous arm-

breaking work. It is not unlike pulling yourself up a rope to the ceiling of a gymnasium using only your arms. Hard work means hard breathing and consequently, more air that is burned. On several occasions I have used an entire tank of air getting to a single snag. The diver without an adequate number of extra air tanks faces a difficult situation when the locator is a long distance away from the snag. In addition, when the diver is near exhaustion, especially in cold water, clear thinking and judgment are impaired, and thus the risk of error and injury are greatly magnified.

#### FINDING A GOOD TENDER

The second most important person responsible for a snag diver's safety is the dive tender. The tender not only lends valuable assistance before and after

each dive, but is the only person to remain in contact with the submerged diver. Even that contact is crude at best. During a dive, the tender is in charge of the cable that is connected to the diver. Maintaining the proper cable tension is essential. The cable needs to be loose enough to allow free movement of the diver, yet tight enough to allow the diver to send a signal to the tender with a quick pull. What makes the task challenging is that the dive boat must be under power while trying to "hover" in place above the diver's location. The tender cannot see the diver underwater, track his movements or know what he is really doing. The surfacing bubbles give some general indication of the diver's movement, as does the cable moving through the tender's hands. The diver may travel down the net in stops and spurts. Once on the bottom, the diver may move in different directions and commonly doubles back while exploring the snag. When the diver starts, stops, and changes direction, the trailing cable may be inadvertently be kicked, bumped, or hang up on the snag. If the other end of the cable is held with the appropriate tension, there will be periods of rapid cable movement through the tender's hands, unpredictable tugging, and quiet periods where there is no discernible movement. In deep water or with strong current the cable may form a "belly" or big arc. Both the diver and the tender feel significant tension on the cable, but in reality the cable is too slack for the tender to receive signals from the diver.

When sending a signal, I made it a routine habit to extend my arm overhead to its full length, grab the cable tightly, then pull it as quickly and as hard as I could all the way down to my waist. Even with this exaggerated jerk, my signals were on occasion, misinterpreted by a few novice tenders. On the other hand, I was told that several novice tenders who grasped the cable too tightly were nearly pulled overboard by my signal.

Most snag divers use only a limited of repertoire of signals, or jerks on the cable. The following are signals that my brother Mark and I used. One jerk means the diver needs more slack on cable connecting him to the tender. Two jerks indicate that the cable needs to be pulled tight and tied off to the boat. Three jerks is a sign that the locator needs to slacken the snag net because it has too much tension for the diver to free the net from the snag. Four jerks signify that the diver can't get the cable around



**Haul-Out & Storage**



**Astoria Regional Airport**



**East Basin**

**Marinas, Haul-Out & Airport...serving all boaters**

352 Industry Street  
Astoria, OR 97103  
(503) 325-8279  
www.portofastoria.com



**Port of Astoria**

Email: marina@portofastoria.com  
or email@portofastoria.com



the snag and wants a set of tongs dropped down the cable. The only signal I have never sent is the "frantic jerk signal." Uninterrupted frenzied jerking means "emergency," the diver is in mortal danger! Were such an emergency to occur, the snag net must be immediately retrieved. The only option when such a signal is received is to have the locator boat tear the snag net loose from the snag by either towing or winching. Such a tremendous force applied to a snag net containing a diver could seriously harm and even potentially dismember an entangled diver. From my point of view, that scenario is only slightly better than drowning.

For me, one of the most maddening and potentially dangerous situations occurred when the dive tender misunderstood or failed to detect one of my clearly given signals. Even worse, was the situation when the tender responded to a signal that I had not sent. On more than one occasion I was happily crawling my way to a snag when the tender misinterpreted the normal movement of my cable through his hands as two jerks. He tied off the cable and then told the skipper to turn off the motor. The strong ebb current pushed the dive boat downriver while I was still on the bottom with the cable still fastened to my waist. Imagine, working your way through the darkness to the snag, only to be unexpectedly jerked backwards and raked across the still snagged net. I have been plain lucky in those situations that the net didn't grab me as I was dragged backwards along its length. Had I been the sole connection point between the snagged net and the big stern picker in a February freshet with the cable around my waist; it would have been my final dive. Those were instances where I was steaming mad when I got to the surface. The tender's ears must have been tender for quite a while after hearing my post-dive recap of his blunder in addition to a short descriptive history of his ancestry. I was privy to several first-hand accounts of another episode of "bad dive-tending." Emil, an experienced upriver snag diver had a very close call on the Red Slough Drift. Apparently, Emil got himself tangled up on a "moving snag." A moving snag is one that is still in the net but it has broken loose from the bottom and is moving with the current. As was routine, the dive boat, kept hovering in place while Emil was underwater. Unbeknownst to the crew in the dive boat, Emil was being dragged downriver in the snag net with the dive cable still attached to his waist. The skipper of the dive boat noticed that George the tender

didn't have the dive cable in his hands, so he asked. "Where is the dive cable?" George responded with, "The diver needed more slack on the cable." With dread in his voice, the skipper asked: "Did you extend the cable by tying another line when you got to the end of the cable?" "No, I threw it overboard," was George's response. The skipper was able to alert the locators to immediately get the net up. Emil was found motionless in the snag net. His face was a deep color blue but he luckily, he survived. That was Emil's last snag diving adventure—at least on Red Slough is how the story was repeated.

Inexperienced and unpredictable tending is why certain well-known divers would snag dive only when they were able to supply their own tenders. Most of the drifts tended not to hire a diver who charged extra to cover the cost of an outside tender's wages. Customarily, most drifts preferred to supply the dive

tender. I was content to use whomever the drift trusted. More often than not it was a fisherman who belonged to the drift, or sometimes it was a local resident who needed a temporary job. Quality varied. Most of my dive tenders were both competent and very conscientious—but not always.

There was a day early in my dive career, when the tender didn't show up at the Cathlamet dock as expected on one beautiful fall morning. The snag boss invited me to ride along with him to the tender's house to fetch the tardy tender. The boss presumed that the tender had overslept, so we would need to rouse him out of bed. After we knocked loudly for quite some time, the would-be tender staggered to the door. He apologized for being late and promised to be ready in a "jiffy." The snag boss told him to go back to bed; he would get someone else to tend. I was very appreciative that the snag boss had been per-

MARINE AND RV PARTS  
& SERVICE

STOCKING GILLNET AND CRAB GEAR

STURGEON NETS & SMELT NETS

Skipanon Marine  
&  
R.V. Supply Co.



## Gillnetters! ORDER YOUR NETTING NOW!

**Skipanon Marine & R.V. offers  
Complete R.V. Repair/Service/Parts.  
We do warranty work on new trailers & motor homes.  
Insurance Claims • Estimates**

*Expert Boat & Trailer wiring/Electric Brake repair  
Crab Rope • Floats • Seine Leads • HD Buoy Hook Poles  
(Crab Rope in Stock)*

**NOW OFFERING SCOOTERLIFT - CART &  
WHEELCHAIR LIFTS - SALES & SERVICE**

**SEE RV LOCATORS HERE IN THE STORE**  
Quality used trailers & fifth wheelers

**69 NE Heron, Warrenton, Oregon**

*At entrance to the Warrenton Mooring Basin*

**Phone (503) 861-3626 Fax (503) 861-3646**

**Open Monday thru Saturday, 7:30 - 5:30**



ceptive enough to whiff the liquor still on the sleepy tender's breath. I was even more appreciative that the snag boss cared enough about my safety to find and hire a more sober tender on short notice--even though it meant missing part of the tide.

Over the years I have had the opportunity to work with scores of first-rate veteran dive tenders, but I also had to break-in quite a number of greenhorns. It was always disquieting beforehand to know that my personal safety would be dependant upon the limited skills of a dive tender who was a neophyte. For that reason, I convened a coaching clinic, or informal tender school on the trip out. Tender school would commence soon after I met the tender and during the time when I unpacked my gear traveling from the boat dock to the drift. The first lesson was how to maintain optimal tension on the cable while the diver was underwater. The tender was encouraged to pretend being a sport fisherman holding a fish line, and to visualize the diver as a fish hooked to the end of the dive cable. "If the line is too loose, you don't know what the fish is doing and you may lose



Mark Laukkanen surfacing

the fish. Always hold the cable with open palms; continually moving your arms trying to take in any newly occurring cable slack." Next, I would explain my cable signals, require their memori-

zation, and then hold several recitals before my first dive of the day. I would always underscore that if the tender became confused by any of my signals, the correct response would be to jerk on the cable. That way, I would know that my signal was not understood and I would have the opportunity to repeat the signal. Whenever a new tender was introduced on the Brownsport Drift, Ralph the skipper of the tugboat Logos (which served as the dive boat), would employ a visual aide. Each time a new tender was employed, Ralph would ask me what my signals were while making sure that the unfamiliar tender was within earshot. He then dutifully wrote down my signals (and what they meant) on a small scrap of dirty paper with a stubby pencil. Afterwards, he would post this scrap of paper in a location where the tenderfoot tender could see it while tending the cable. Ralph was the only dive boat skipper to ever think of this extra

safety precaution--either that, or he was memory impaired and couldn't even keep four signals straight in his own head. Never the less, I very much appreciated Ralph's cleverness, his concern for my safety and his skillful skippering. Most of my new trainees were very mindful of the responsibility they were about to shoulder and were nervous. I overheard Ralph give one anxious novice the following advice: "Don't worry about confusing Hannu's different cable signals. All he ever uses is one signal: two jerks. That means tie off the cable."

Sadly, the tenders whom I remember most vividly were those who didn't do a good job. The most inept tender I worked with was the son of the Altoona snag boss. Barely out of his teens he was assigned to be my tender by his dad. On the commute to the drift, I put him through my accelerated "tender school"

## FISHERMEN!

**When you retire we can make sure you miss the job more than you miss the paycheck.**

*Social Security has certainly seen better times. And who knows what the future will bring. I can show you how to plan for a secure financial future with or without Social Security. Call today for details.*



George House

632-A West Marine Drive  
P. O. Box 990  
Astoria, Oregon  
325-7991 or 1-800-234-7991

**Edward Jones**

Serving Individual Investors Since 1871



# HAYWARD'S Ocean Crest

Chevrolet

Cadillac

Buick

Oldsmobile



MARK OF EXCELLENCE

**Open**  
**Mon.-Fri. 8:00am-6pm**  
**Sat. Sales 8:30am-5pm**



course. His expressions seemed to indicate that he comprehended what he needed to know. During my first dive, he messed up by not maintaining any cable tension at all. After I swam to the snag, I was unable to send a signal because there was no tension on the cable. Nevertheless, I attached the cable. In order to return to the boat I had to follow the slack and jumbled cable on the bottom for a long distance downstream. After I reached the bend where the long cable ascended, I had to pull myself quite a distance upstream to get back to the boat. When I finally resurfaced next to the boat I patiently re-explained the technique he needed to use to avoid repeating the previous mistake on the next dive. He nodded knowingly, but didn't get it right on my next dive either. Again, I repeated the protocol, but this time my voice was firmer, the instructions were more pedantic, but I didn't yell at him. On my way down on the next dive I could feel much better cable tension, so I foolishly began to believe that my tender problems were over for the day. It was not to be. I freed the net from the snag, straddled the sunken log, and began to thread the cable around it. Before I could complete looping the snag and then send a signal, the cable mysteriously tightened.

Until the diver sends the "tie-off the cable signal, the skipper's job is to skillfully maneuver the dive boat using land references as well as the diver's surfacing bubbles to "hover" above the diver in the current. After the diver's tie-off signal, the normal protocol is to kill the engine. This permits the current to pull the boat downstream and puts tension on the dive cable. Once the cable is tied off on both ends and tight, it is quicker and easier for the diver to return to the dive boat via the dive cable. Turning off the engine also makes it much less likely that the resurfacing diver will have a nasty encounter with the boat's propeller.

I was proud of my reputation of being a snag diver who always got his snag. But there I was on the bottom with my cable four-fifths around the snag and the cable too tight to complete my mission. I was within six inches of being able to choker it with the shackle. The tender must have taken his hand off the tight cable of couldn't feel my frenzied tugging. Try as I could, I pulled on that cable with all of my might for a futile 10 minutes, but I

barely gained another inch. After an exasperating struggle and half a tank of air, I gave up, let go of the snag, and surfaced. My incompetent tender had misconstrued getting a signal, prematurely tied off the cable, and told his dad to kill the engine. The snag was lost because of the young tender's third consecutive foul up in a single day. There wasn't enough kick left in the tide to move the net and catch the snag again. When I got back in the boat, I vented my anger, chewed out the lad in front of his dad, and as a result embarrassed them both. Consequently, his father never again asked me to dive for him. For this gift I was thankful. It was a much better than having to tell him no. No way in hell would I ever again dive for him if I had to entrust my safety to the hands of

his slow-learner son.

In contrast, most of the many, many, tenders I worked with during more than two decades of snag diving did a fine job. A few stand out. My best-ever tender was Johnny. Johnny was a natural. He was smart, intuitive, and almost clairvoyant in understanding and anticipating my movements, needs, and actions while I was working in the unseen depths below the boat. He always maintained optimal cable tension, and never once misinterpreted or missed a signal. Best of all, he would invariably bring an enormous and scrumptious sack lunch which he was only too happy to share with the hungry diver and the skipper.

*To be Continued in our next issue...*

**Internet** \*

## PROBLEMS SOLVED

*Real People with Real Solutions*

### DSL - BROADBAND - DIAL UP

*Patient and knowledgeable experts, eager to walk you through your phone or computer problems.*


---

## North Coast Phone & Computer


**3599 Hwy 101 N. • Gearhart • 738-3683**

**Large Showroom • Certified Technicians • Commercial • Residential**

Aluminum Fabrication and Boat Building



## Chinook Marine Repair, Inc.



Authorized Dealer

Volvo-Penta, Honda, Mercruiser, Steigercraft Boats, Mercury Outboards - Duroboat

Dale Hughes, owner  
(360) 777-8361

P. O. Box 61 • Chinook, WA 98614  
Toll Free 1-800-457-9459

***We supply all your marine & automotive needs!***

## ASTORIA AUTOMOTIVE SUPPLY



**23rd and Commercial**  
in Astoria 325-2411  
Open Daily 8am to 6pm,  
Sat 8am - 5pm  
Sun 10am - 3pm





**Let Us Take Your Hiring Headaches  
We Can Supply Good Help For All Your Staffing Needs  
To All Fishing Families, Happy New Year!**



**"Your Network For All Your Employee Needs  
...And Much More!"**

- Fish Processing
- Production & Assembly
- Food Processing
- Payroll Svc & Office Support
- Restaurant & Motel
- General Labor
- Special Event Support
- Construction: Residential & Commercial CCB #104330
- Data Processing
- Industrial
- Food Services
- Warehouse
- Clerical
- Millwork
- Technical
- General Office
- And More



*Customized Payroll & Related Filings • Workers' Comp & Many Other Benefits • Bilingual*

**503-861-9515**

936 E Harbor Dr Suite B Warrenton OR  
CCB# 104330

Check Our Web Site

[www.pacwesttemps.com](http://www.pacwesttemps.com)

*SERVING THE NORTHWEST SINCE 1992*

## **Oregon Financial Services Group**

*Excellence for over 100 years*

Helping commercial fishermen with important financial decisions:

Wealth Preservation  
Business Planning  
Insurance Strategies

Investments \*  
Tax Reduction Strategies  
Long Term Care Insurance

Retirement Plans  
College Funding

**Oregon Financial Services Group** has offices in Astoria, Gearhart, Portland, Medford, Corvallis, Salem, and Bend

**Our local representatives are:**

**\* Larry Elliott**  
Gearhart, OR  
(503) 717-0505



**\* Dan Arnoth**  
Astoria, OR  
(503) 325-5139

\*Registered Representatives of and securities offered through MML Investors Services, Inc.,  
Member SIPC

222 S. W. Columbia, Suite 825  
Portland, OR 97201  
(503) 221-1211



## SELECT AREA FISHERY AT RISK OF LOOSING BPA FUNDING

By Todd Jones, Director, CEDC

Washington, Oregon and CEDC have submitted a joint request for funding the Select Area Fisheries Enhancement Project (SAFE) to Bonneville Power Administration for the next three years. The \$1.8 million per year request would result in adding an additional two hundred thousand coho smolt releases in Deep River on the Washington side and seven hundred fifty thousand coho smolts from the Klaskanine hatchery in Olney. It would continue the spring chinook production at Deep River and from the Gnat Creek hatchery, which supplies presmolts to Youngs Bay and Blind Slough. An economic analysis of the SAFE program was commissioned last fall by BPA as part of the process of considering whether or not to continue funding the program. That study has been delayed twice by the authors but is scheduled for completion this summer.

Funding requests for use of BPA Fisheries funds have been channeled through a new process that pits the project sponsors against each other in what has been equated to throwing a hunk of meat in a pen of hungry lions. In the lower estuary province, which the SAFE project is geographically located, there were eleven proposals totaling over \$6 million. Available funds have

been set at \$3.6 million. Each sponsor was requested to evaluate all the projects based on the degree of, 1) habitat restoration and, 2) effectiveness of monitoring and evaluation. SAFE is neither, yet we were ranked based on criteria for which we are not designed. Hence, the process knowingly pitted a propagation pro-

through which it must go before it makes it to either the Power and Conservation Council or to BPA itself. Oregon and Washington States have expressed their support for the program, however, both stand to lose funding from BPA in this funding cycle so it is not clear at this time how the project will fare with Council staff as it prepares its recommendations.

In a parallel process, the Independent Scientific Review Panel (ISRP) has reviewed the joint proposal and has provided positive feedback, however, it did not give a "recommended for funding" grade, but asked for additional comments from the sponsors. Those comments have been prepared by the co-sponsors and submitted for ISRP review.



ject against proposals for monitoring, evaluation and restoration. Power Planning Council staff were repeatedly made aware that the sub-basin plan for the estuary specifically calls for retention and expansion of the Select Area Fisheries, yet the process went forward resulting in SAFE being graded below the available funding level.

The process has additional steps

BPA funding for CEDC amounts to approximately 60% of its funding. Another 30% comes from the State of Oregon as grants from the Restoration and Enhancement (R&E) Board and an appropriation from the legislature directed through ODFW Propagation. The remaining 10% is from the voluntary assessments that the majority of fishers and processors participate in. Any questions regarding the progress of the SAFE program funding are welcome.

### Knutsen INSURANCE

Auto - Home - Marine

Since 1919

Call 325-1541 for a Quotation

968 Commercial Street, Astoria  
3410 Hwy 101 North, Gearhart 503-738-8455  
1600 Pacific Avenue S., Long Beach, WA  
360-642-2353

Email: sseppa@knutsenins.com

### Hydraulic Marine Equipment Co., Inc.

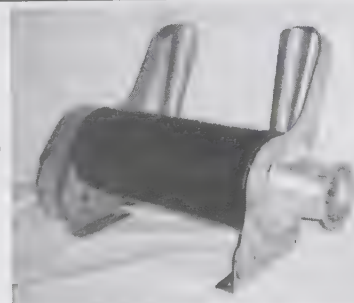
We build all sizes of famous  
Columbia River Gillnet rollers  
Custom-built hydraulic equipment

CALL (503) 728-2221

Stuart Haas

P. O. Box 156

Clatskanie, OR 97016



New capstan roller



## POETS CORNER

*This edition, we introduce the works of 2 additional poets to the Columbia River Gillnetter: Hobe Kytr, Executive Director of Salmon For All, and Cindy LeFleur Biologist/Manager with the Washington Department of Fish and Wildlife Fish Division, both joining Dave Densmore.*

### Drifting and Dreaming

(An ode to the Columbia River Gillnetter)

The net's in the water  
Now it's time to wait  
Drifting and dreaming  
Pondering their fate

Their passion and strength  
Cannot be denied  
Through the long lonely nights  
With the wind and the tides

You can't understand them  
Or how they survive  
It's out on the river  
When they're really alive

They gather and gossip  
Though they say it isn't so  
But just tell one a story  
And then watch it grow

The river is master  
No matter the man  
But they endure it all  
And start over again

You'll never really know them  
These men of the river  
Alone but not lonely  
They're a gift from the Giver

There is something inside them  
That can't be defined  
It's a part of their spirit  
Like the taste of fine wine

The net's back in the water  
The waiting begins again  
Drifting and dreaming  
Of things that might have been

Cindy LeFleur April 2004

### Westcoaster

One time I took a little trip,  
Back to the mid-West states.  
Wanted to see a little country,  
That rambling round was great!  
Saw Mount Rushmore and the Rockies,  
Deep canyons and fertile plains.  
But something was always missing,  
Just what, I couldn't explain.  
Guess it was somewhere in Nebraska,  
Things started to just feel wrong!  
I started getting worried,  
That feeling sure was strong.  
You see, I was feeling claustrophobic  
Is what finally occurred to me.  
Cause this land-locked old fisherman,  
Was too far from the sea.  
So I started burning up the road,  
Heading for the coast.  
A dose of good salt air,  
Was what I needed most.  
Yeah, I finally realized,  
As westward I flew,  
If you can't see the ocean,  
Then, Brother, it ain't a view!

Dave Densmore



Hi-Torque Propellers, the  
Captain's Choice!

Certified & Authorized factory  
Repair Station

**Propellers & Shafts  
our specialty**

**Welding — Machine Shop**

827 NE Harbor Street,  
Warrenton OR

(503) 861-1483 fax 861-1112

**Now two locations to serve  
you: Warrenton and  
Homer, Alaska!**

41871 Kachemak Dr.  
Homer, Alaska 99603  
(907) 235-3737

## FISHHAWK FISHERIES, Inc.

Salmon for All Member  
PROCESSOR OF FRESH & FROZEN SALMON

ASTORIA  
#1 Fourth Street  
503 325-5252  
FAX 325-8786



**M & N Stores**  
WORKWEAR & SHOES

OUR 75th YEAR!

• Carhartt • Dickies • Filson •  
• Wrangler • Georgia •  
• LaCrosse • Ben Davis •  
• Wolverine •

**Under the Bridge at  
248 W Marine Dr.  
Astoria, OR 97103  
(503) 325-7610**

**Toll Free: 877-272-5100**

**Quality Work Wear**

9:30 to 5:30 Monday-Friday  
9:30 to 5:00 Saturday  
10:00 to 4:00 Sunday

**Web Site: [www.mnworkwear.com](http://www.mnworkwear.com)**



# Hank Ramvick's Net

She was a gillnetter's daughter - she never fished, and yet Georgia Maki spent a lifetime knitting and mending net. Hank Ramvick was a gillnetter's son, and a fisherman he: Gillnetted nigh well thirty years when he came home from sea. Long-time special friends, old Hank and Georgia were; He'd proposed a dozen times, and was never really sure Why she always turned him down. But I think I know: She'd outlasted husbands three; and didn't need another show. Besides, he had a temper. And on top of that, he drank. She'd already been there, done that. Why try again with Hank? I saw Hank down at Georgia's house in the fall of 'ninety-two. There'd been a two-day opener. "This time," he said, "I'm through." It's hardly even worth the effort." Hank was in a funk. Oh, he'd caught a lot of fish all right - still wound up getting skunked. "Sea lion got in my net, and took gol'dern near every one. Seal bombs barely fazed him, so I went and got my gun. No, I didn't try to hit him though temptation said I might Just put a bullet through his brain, 'fore he took another bite. I didn't, but I should've. Yeah, I guess this time I'm through. Out of all the fish in my net, I only brought home two. Georgia will cook one for me. Here, you can have the other. Be sure to savor every bite, 'cause I'll never catch another. If anybody asks, just say you got it from a 'sport,' That's all that I was doing anyway - it's just a different sort Of gear that I was using. I'm not the first, I bet, To bend the rules to bring one home: I just used a net. Net's useless now anyhow, all tangled up and torn; It's not even worth mending. So take it: here, it's your'n." So, I took it home and laid it out, and I really must confess It was tangled, torn and twisted. My God, it was a mess. The selvedge lines were broken; the mesh all snapped and frayed. Though I tried it several different ways, no matter how I laid It out upon the ground, I really couldn't tell How to straighten out that net, so finally said, oh well, And put it in a box in the basement. I'll try again next spring And on some sunny weekend, I'll go on down and bring It up to the yard and have another go. Maybe in the meantime, I can get old Hank to show Me how I'm supposed to do this - it makes no sense to me. I've still got a fish to filet, and then I guess we'll see If it's really tastes as good as Hank and Georgia said, So, that night we dined on slightly surreptitious steelhead And had ourselves a royal feast. No, it wasn't overrated: It was tender, juicy, and delicious: our appetites were sated. It was all of one year later; Hank came to Georgia's place. She said, "There's something wrong with you; I can see it on your face." He had a stroke right then and there. His speech was getting slurred. And by the time that Medix came, he couldn't say a word. Georgia went to see him every day; she knew he wouldn't last. He only had a few months more; dear Lord, he went down fast. Now, he had always had a temper, and she could see just how There was anger brewing in his eyes, beneath that furled brow. I never knew him all that well. I was afraid to go. He always seemed so gruff and strong, and now he's laid so low. "I wouldn't even bother," she said, "he really doesn't care For anyone to see him sick like that; so let the visitor beware." Hank died the following May of nineteen ninety-four. He'd been a merchant skipper, and served back during the war. So, sometimes in the spring, when the weather's fine, to the basement down I go And fetch that box up to the yard from its storage place below. And I remember when he told me, "Take it; go on, take it, please." Yes, I think back on old Hank Ramvick every time I trellis peas.

Hobe Kytr, Alderbrook, Astoria, Easter 2004



**RAY RAIHALA**  
INSURANCE AGENCY

AGENT FOR  
Grange Insurance Group  
United Heritage Property & Casualty

1361 Duane St., Astoria, OR 97103  
(503) 325-4748  
Fax (503) 325-4118

## Sundial

TRAVEL SERVICE

*"We specialize in Alaska  
Fishermen's fares"*

SALMON FOR ALL MEMBER

We thank you for your patronage!

*Vacation Family Cruises*

ASTORIA — SEASIDE — PORTLAND  
325-4484 • 738-3324  
or 1-800-433-1164

Email: [sundial@sundialtravel.com](mailto:sundial@sundialtravel.com)

## Teevin Bros.

LAND & TIMBER CO.

**Buying Timber or Timberland  
With or without  
dwellings**

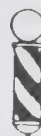
• Contract Logging • Road Building  
• Site Preparation

See our web site at...  
[www.teevinbros.com](http://www.teevinbros.com)

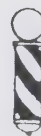
**503-458-6671**

[shawn@teevinbros.com](mailto:shawn@teevinbros.com)

Shawn Teevin, President  
AOL Professional Logger  
CCB #133907



## Hopkins Hair House



*Hair Styling for the Family*

**GLEN BAY**  
5-10th Ave North  
Hopkins, MN 553453  
**952-938-1313**





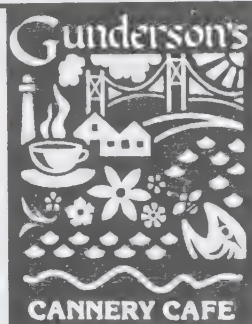
# MYSTERY PHOTOS



From last edition

A reader from Lake Oswego, Rea Raihala Christoffersson, identified from last Winters edition, the Duck Hunter on the left as Nick Kussman. (See letters to the Editor) She is correct and the other hunters are H. Dahlgren, C. Sample, A. Bjorkland, and O. Bumala.

The fine fellows in the picture on the right are L to R, Mel Hjorten Harold Hovden, Curt Wesley, Jack Cadanaugh, Al Maki, Glen Nelson and Bob Paschall.



One Sixth Street, Astoria, OR  
(503) 325-8642

Serving Breakfast, Lunch & Dinner



A recent gathering of the UnionTown/ Uptown Supreme Court a special cake is being quickly consumed. Left to Right: Walt Fransen, Ab Ihander, John Hill, Harold Hendrickson, Gordy Olson, and Dick Thompson.

## WARREN L. JONES LTD.

HYDRAULIC AND MACHINE WKS.

### SPLICE KING POWER BLOCK

ALUMINUM OR STAINLESS ROLLERS

GREASEABLE SEAL BUILT INTO HUB  
TO PROTECT MOTOR SHAFT

DIRECT DRIVE TAPERED  
SHAFT CHAR-LYNN MOTORS

STAINLESS BACKUP PLATE

FULLY ADJUSTABLE  
STAINLESS PEELERS

STAINLESS SHEAVES

STAINLESS HUB

4 SIZES AVAILABLE

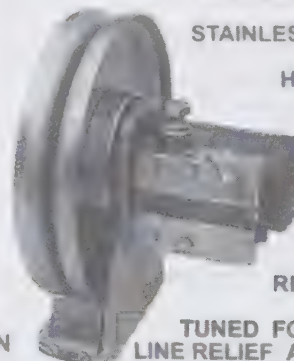


### ROPE MASTER LINE COILER



3 to 5 GPM  
HIGH SPEED LOW VOLUME MOTOR  
ALL STAINLESS STEEL CONSTRUCTION

### HIGHLINER TUNA PULLER



HIGHLINERS CHOICE

STAINLESS SHEAVES

HAND FITTED  
STAINLESS  
PEELERS

4 GPM  
REQUIREMENT

TUNED FOR 90 MONO  
LINE RELIEF ADJUSTMENT

RIGHT OR LEFT HAND MOUNTING

P.O. BOX 385, 34700 HWY 101 BUS.

ASTORIA, OR 97103

(503) 325 0630 FAX 325 0534

1 800 425 0630





# A Wave Goodbye



## Walter "Wally" Palmberg

Wally Palmberg, a former All-American at Oregon State University who played or coached on four boys basketball state championship teams at Astoria High School in the 1930s and '40s, has died at age 93 in Milwaukie.

His son, Wally Palmberg Jr. of West Linn, said his father had enjoyed good health right up until his death.

"He just wore out ... just old age," Palmberg Jr. said. "He wasn't sick or anything, and he was still mentally sharp."

Wally Palmberg Sr., had lived in Mount Angel before moving to Milwaukie. His wife Esther

survives, as does a daughter, Frances Cherry of St. Helens, and son Wally.

Palmberg, a member of the Astoria High School Hall of Fame, spent his final days with his family.

"We watched the Rose Bowl together last month," Palmberg Jr. said. "He still loved his athletics."

In his 1993 book, "Toward One Flag 1865-1943, A History of Lower Columbia Athletics," Palmberg Sr. wrote about the remarkable basketball teams of the 1930s and 40s in the lower columbia area.

There was a story once on 'the little town of Astoria - where all they do is catch salmon and play basketball,'" Palmberg Sr., said.

Palmberg was one of the few people who could recall Astoria when basketball was still in its infancy, and talked about how the sport eventually broke down cultural barriers in the city.

"We won our first state championship 1930, and that got us on the way, We got second in '31, then we won it again in '32."

Palmberg was selected as an all-state player in 1931 and '32, and was highly coveted by the University of Oregon. But he chose the Beavers over the Ducks.

Palmberg emerged as a team leader and high scoring player at Oregon State, setting a Northern Division scoring record his senior year of 1936. He made all-American that same season.

After earning his bachelor's degree from Oregon State in 1938, Palmberg returned to Astoria, where he coached the Fishermen to state championships in 1941 and '42.



## Carl E Aarnio

Former Brownsmead resident, 95

Carl F. Aarnio, 95, of Milwaukie, formerly of Brownsmead and Astoria, died Tuesday, April 11, 2006 in Milwaukie.

He was born July 4, 1910 in Astoria to Felix John Aarnio and Lempi Erickson Aarnio.

Mr. Aarnio grew up in Svensen and graduated from Knappa High School in 1930. He worked at

## Mr. Fullano's

### PIZZA PARLOUR

"Hard to find, but worth the time"

WE DELIVER!

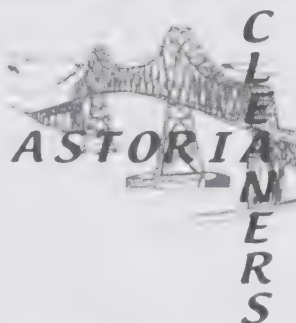
- Salad Bar with 35 Items •
- Sub Sandwiches • Lunch Buffet
- Italian Dinners • Beer & Wine

Sun-Thur 11-11, Fri-Sat till 12

Order ahead for pick-up

325-2855 620 Olney, Astoria

## Visit Us At Our New Location



### Dry Cleaning

7 am - 8 pm, Mon - Sat

### Self Service Laundry

7 am - 9 pm, 7 days a week

### Sewing & Alterations

823 West Marine Drive,  
Astoria, OR 97103

(503) 325-5235



## Papa Jack's

### Farm & Pet

Mike & Robyn Scholerman  
Owners

1168 Marlin Avenue  
Warrenton, OR 97146

Phone: (503) 861-3139  
Fax: (503) 861-2314



## Uniontown Fish Market Custom Catering & Deli

Come See Us  
For All of Your  
Seafood and  
Catering Needs!

(503) 325-9592

229 West Marine Drive  
Astoria, Oregon

<http://uniontownfishmarket.com>





various jobs during the Depression, from fishing on the Columbia River to picking apples in Hood River.

Mr. Aamio married Wilma E. Raihala in Kelso, Wash., Jan. 17, 1940. She preceded him in death May 1, 1999. They lived in Brownsmead for many years. In 1940, he began working as a logger. In 1959, he started his own company with a partner and formed Aarnio & Aho Logging Company. He eventually became sole owner of the company. He retired in 1972 from logging. After retirement, he started his own Christmas tree farm on his property in Brownsmead.

In 1999, Mr. Aamio moved into Astoria, then to Milwaukie to be close to his family.

His hobbies included hunting, fishing, camping and traveling. In his earlier years, he was a member of the AFL-CIO Union.

Mr. Aamio is survived by a daughter and son-in-law, Judy and Gordon Branthover of West Linn; two sons and one daughter-in-law, William and Carol Aarnio of Wamic and Terry Aarnio of Milwaukie; three granddaughters, Tara Aarnio Bosch and her husband Ron Bosch of Fairview, Liisa Aarnio, Pruzek and her husband Josh Pruzek of West Linn and Kim Hansen and her husband Jim Hansen of Portland; three grandsons, Todd Branthover of Clackamas, Michael Aarnio and his wife Marilyn Aarnio of Seattle and Steven Aarnio and his wife Marguerite Aarnio of Forest Grove; a brother and

sister-in-law, Walter and Jean Aarnio of Svensen, a niece, Nancy Baird Donovan of Svensen; a nephew, Steve Baird of Svensen; and seven great grandchildren.

### Arnold Tripp Ennis

*Commercial fisherman, 93*

Arnold Tripp Ennis, 93, of Longview, Wash., died Friday, April 28, 2006 in Longview.

He was born Oct. 1, 1912 in Kingman, Kan., to Albert and Mabel (Tripp) Ennis.

He attended school in Knappa and Svensen.

Mr. Ennis married Gladys Sphar Dec. 31, 1936 in Astoria. She preceded him in death in 2005.

Mr. Ennis worked as a commercial fisherman. He enjoyed gardening, traveling to Alaska in his fifthwheel RV and making trips to the desert with other retired fishermen and friends. Family members said that he also enjoyed woodworking and making things for his grandchildren and great-grandchildren.

He is survived by one son and daughter-in-law, Paul and Jean Ennis of Cottonwood, Ariz.; a daughter, Carol Dahlquist of Longview; a brother, Ralph Ennis of Portland; two sisters, Gertrude Howard of Portland and Clara Grotting of California; five grandchildren; and four great-grandchildren.

In addition to his wife, he was preceded in death by a son, David Ennis.



### Eileen Corkill

*Fish filleter, 85*

Eileen Corkill, 85, of Knappa, died Tuesday, May 23, 2006, in Portland.

She was born Oct. 26, 1920 in Brownsmead to David C. and Ann (Smith) McCauley.

Mrs. Corkill was raised on the family farm, attended Brownsmead Grade School and graduated from Knappa Union High School.

She married Don O. Corkill in Kelso, Wash., Dec. 19, 1937. He died April 4, 1995.

The couple made their home in Brownsmead and Knappa. Mrs. Corkill was a fish filleter at Ocean Foods for many years, retiring in 1982. Family members said she enjoyed her gardens, family gatherings, gambling trips to Reno and was an avid Trail Blazer fan and foster parent. She attended Brownsmead Historical Society meetings, helping with the history of Brownsmead and Knappa areas.

Mrs. Corkill is survived by two sons and daughters-in-law, David and Susan Corkill of Astoria and Bryan and Nora Corkill of Knappa; two granddaughters and their husbands, Kathy and Trygve Fransen of Knappa and Michele and Mike Abrahams of Astoria; two grandsons, Jim Corkill and his wife, Amy, of Knappa and Bryan Kelly Corkill of Astoria; six great-grandchildren, Jennifer and Toivo Fransen and Tanner and Sawyer Corkill, all of Knappa, and Miranda and Mykka Abrahams of Astoria; one sister, Lilian Lee of Knappa; one niece and her husband, Claire (Tanny) and Ken Green of Knappa; and two nephews, David C. McCauley III and Charles Meadows and his wife, Virginia, all of Knappa; three brothers-in-law and four sisters-in-law, Lawrence and Ellen Corkill of Portland, Carolyn Youngworth of California, Richard and Julia Boek of Camas, Wash., and Jim and Pat Corkill of Hillsboro.

### Stanley 'Stan' Julian Wahl

*Former resident, 85*

Stanley "Stan" Julian Wahl, 85, of Oxnard, Calif., formerly of Astoria, died Saturday, March 25, 2006 in Oxnard.

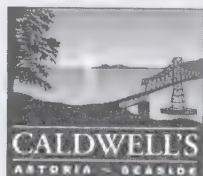
He was born July 2, 1920 in Astoria to Norwegian immigrants, Edvard and Elina Wahl. He attended John Jacob Astor School and graduated in 1938 from Astoria High School. He graduated from Oregon State University with a bachelor's degree in mechanical engineering. He joined the U.S. Navy and attended Notre Dame Midshipman School and became a first lieutenant on the USS Curb during World War II as a deep sea diver on salvage and recovery missions. Af-

## We Offer More Than A Funeral Home And Crematory *"We offer peace of mind"*



Renee Caldwell  
Licensed Funeral Director

*Call us about  
our pre-arranged  
Gillnetter Packages*



**CALDWELL'S LUCE-LAYTON MORTUARY**  
1165 Franklin Ave. • Astoria • (503) 325-1811

**CALDWELL'S FUNERAL &  
CREMATION ARRANGEMENTS CENTER**  
113 N. Holladay • Seaside • (503) 738-9936



ter the war, he returned to Astoria where he worked as a Navy civilian facilities engineer at Tongue Point Naval Station.

He married Margaret Westre in 1948. She died in 1999.

When Tongue Point closed in 1961, Mr. Wahl and his family moved to Oxnard. He worked as an engineer for the Navy at Point Mugu and Port Hueneme Naval Construction Battalion. During his 35 years of government service, Mr. Wahl's jobs took him to Vietnam and the South Pacific. He retired as a facilities engineer in 1980.

Family members said he loved salmon fishing on the Columbia River, and vacationing and clam digging in Seaside. They said that while he had lived the last part of his life in Oxnard, his heart always belonged to Astoria and Oregon. He always said that he had a rush of endorphins whenever he was there.

He is survived by three daughters and sons-in-law, Linda and Tim Pedersen, of Dublin, Calif., Carol and Walt Phillip, of Ventura, Calif., and Nancy and Sadik Dakar, of Bellevue, Wash.; seven grandchildren; and a sister, Alfhild Wartelle, of Seattle.

### Donald Theodore Stensland

After a brief illness, Donald Stensland passed away April 28, 2006, at Good Samaritan Hospital in Portland. Per his wishes, a celebration of his life will be held from 2 to 5 p.m. Sunday, May 21, 2006, in the Oregon City Elks Club in lieu of formal services.

Born on Christmas Eve 1933, Don grew up on the lower Columbia River, graduating from Westport High School in 1951. He attended Linfield College in McMinnville, where he played basketball and met his future wife, Dee, graduating in 1955. He began his teaching career at Nestucca High School the next year, and earned his master's degree in education from Oregon State University in 1960. He moved on to Central High School in Independence, and led the Panthers to the 1963 State basketball championship.

Don began selling real estate in Independence, and opened his own brokerage in McMinnville in the late 1960s. He started a very successful construction business by pounding most of the nails in his first "spec" home, and ended up constructing many large commercial buildings. He was still working in real estate development at the time of his death, and enjoyed nothing better than being "out on the site."

Don was a strong supporter of both Linfield and OSU athletics, and often agonized over which season tickets to use when both had home football games on Saturdays. He was a POLE member, and was thrilled to be in the stands when the Wildcats were crowned national champions.

Don's wife, Dee, preceded him in death in July 2003. Don is loved and remembered by his son, Ted, and daughter-in-law, Val; grandsons,

Kristian and Erik; mother, Vivian; siblings, John and Kris; and many extended family members and close personal friends.

### Harley E. R. Arola

*Fisherman and pilot, 69*

Harley Emil Roger Arola, 69, of Clatskanie, died Friday, May 5, 2006 in Quincy, Wash.

He was born Aug. 1, 1936 in Wolf Lake, Minn., to Emil and Elma. (Kinunen) Arola.

The family moved to the Astoria area where Mr. Arola graduated from Astoria High School.

Mr. Arola served in the Oregon National Guard and was a fisherman on the Columbia River, Puget Sound and in Alaska. He was also a pilot for National Marine Fisheries.

He is survived by a sister, Elsie Elliott of Blaine, Wash.; three step sons, Peter Bach of Oakland, Calif., Joe Bach of Billings, Mont., and Stuart Bach of Los Angeles; four nephews; and one niece.

He was preceded in death by his wife, Patricia Bach, in 1995.

### Lawrence Rodal

Lawrence "Larry" Oliver Rodal, 67, of Puget Island, died May 31, 2006.

He was born November 4, 1938 in Westport, Ore., to Halvor and Olive (Brecke) Rodal and was a lifelong resident of Cathlamet.

Mr. Rodal graduated from Wahkiakum High School in 1956, where he was an avid basketball player.

He was a commercial fisherman, working out of Kenai and Cook's Inlet in Alaska and on the Columbia River. He also trolled in the Pacific for a few years. He loved the outdoors—hunting and fishing, etc.

Mr. Rodal served in the Army Reserve and was rated as a Corporal. His memberships included Salmon For All and Columbia River Fisherman's Protective Union. He was generous, with a great "dry wit" and he loved people.

He took in a lot of strays over the years and enjoyed hand feeding the family of raccoons that he "adopted."

Survivors include his mother, Olive Rodal of Puget Island; sister Helen Jolly of Fresno, Calif.; nieces Joni Eldred and Kari Naxler; and grand niece Jennifer Eldred.



**Keith Dyer**

*Warrenton resident, 74*

Keith Dyer, 74, of Warrenton, died Saturday, Jan. 7, 2006, in Astoria.

He was born Nov. 12, 1931, in Garibaldi to Wayne and Letha Cramer Dyer.

Mr. Dyer was raised in Bay City where he received his elementary school education. He then moved with his family to Warrenton and attended Warrenton High School. His senior year of high school, he was drafted into the U.S. Navy and served a four-year term.

Mr. Dyer married his childhood sweetheart Gladys Nygaard Aug. 25, 1951 in Stevenson, Wash. She survives at the family home.

After his term of service, Mr. Dyer returned to Warrenton and worked in commercial fishing until 1984. He then worked as a long-haul truck driver for Pacific Coast Seafood until his retirement in 1996.

Family members said that he loved watching sports, especially with his children and grandchildren. His other hobbies included wood-working, golfing, hunting, and spending time with his family.

Mr. Dyer served on the Warrenton School Board for 23 years. He was past City Commissioner for the City of Warrenton, member of the Masonic Lodge, American Legion Clatsop Post 12, VFW and Warrenton Jay-cees, volunteer for the Warrenton Fire Department, Gearhart Men's Club and Sons of Norway Lodge; and a referee for many sports in the Clatsop, County area.

In addition to his wife, he is survived by three sons and daughters-in-law, Donny and Gail Dyer of Lyons, Ron and Linda Dyer of Tualatin and Tom and Ginny Dyer of Warrenton; six grandsons, Paul and Bryan Dyer of Salem, Mark Dyer of Tualatin, Andrew Dyer of Portland and Stephen and David Dyer of Warrenton; three granddaughters, Ronda Dyer of Tualatin and Rachel and Ruby Dyer of Warrenton; two brothers and sister-in-laws, Lloyd and Rosie Ludtke of Warrenton and Bob and Don Parsons of Vancouver, Wash.; and a sister-in-law and brother-in-law, Louise and Sonny Tucker of Tigard.

He was preceded in death by one son, Jon Dyer in 1981; and two sisters, Cecelia Lane in 2001 and Audrey Godon in 1986.



**Vern O. Larson**

Vern O. Larson passed away Wednesday January 18, 2006. He was 92. He was born in Astoria, Oregon, August 10, 1913, to Edna & Otto Larson of Oswego Oregon. Vern commercial fished in his early years during the summers with his Dad on the Columbia River out of Altona Washington. He also spent one summer working on the Horse Seining grounds on the Columbia River and one summer with the Civil-



ian Conservation Corps at Mt. Hood, Oregon.

Vern was employed by Columbia River Packers, ie Bumble Bee Seafoods, for 42 years working at various salmon canneries in Oregon, Alaska, and Washington. He was promoted to Plant Superintendent for Bumble Bee Seafoods Cannery in Bellingham Washington in 1959, retiring in 1975.

Vern was a life member in the Masonic Lodges in Astoria & Bellingham, member of the Scandinavian Benevolent Society, Columbia River Maritime Museum, and the Clatsop County Historical Society.

Surviving Vern are Gloria, his wife of 48 years; sons, Jon O. Larson, Bellingham, Wes Fahlstrom, Edmonds, WA, and Darryl and Terry Fahistrom, Bellingham, WA; grandchildren, Kjel and Kjirsten Larson, Blaine, WA, Kelly Fahlstrom Street, Kansas City, MO; and Brian Fahlstrom, Vista, CA; and nephew, Mark Larson of Kent WA.



### Lenore Pauline Hauke

Lenore Pauline Hauke of Astoria, Oregon died March 3, 2006 in Astoria. She was 92 years old.

She was born January 27, 1914 in the Fernhill area east of Astoria to William and Marie Christensen. She attended Fernhill Grade School and graduated from Knappa High School in 1932.

Soon after high school graduation she worked for her sister Clara in a beauty shop in Rockaway, Oregon. Returning to Astoria, she and her sister started the Len Claire beauty shop in 1933, where she worked for 4 years.

On May 15, 1937 she married Eric A. Hauke of Astoria, who passed away just 34 days earli-

er, on January 28, 2006.

She worked at Hauke's market part time while the children were young, and full time for many years until her retirement in 1979.

Lenore was a lifetime member of First Lutheran Church where she taught Sunday School for 20 years and was active in their Faith Circle.

In 1948 she helped organize the Astoria Lions Club Auxiliary. In 1998 she was honored to receive the Helen Keller Benefactors award for service to the Oregon Lions Sight & Hearing Foundation.

She was a charter member and helped organize the Columbia Hospital Auxiliary in 1958. She was a "Pink Lady" for 50 years and very active in the gift shop and fund raising activities.

In 1979 she received the Chamber of Commerce "George" award for service rendered to the community. Lenore was a lifetime member of the Sons of Norway Lodge and an active worker in the Scandinavian Festival from its beginning. For many years she attended the weekly Scandinavian Workshop, which met for sewing (and visiting) at the Alderbrook Community Hall.

Lenore was preceded in death by her husband Eric; 4 siblings - Walter Christensen, Harold Christensen, Clara Oles, and Mabel Cox; Audrey Hauke, her daughter-in-law; and David Latimer, her grandson.

She is survived by 3 children: son Eric "Skip" Hauke and wife Sara (Astoria), son Robert "Bob" Hauke and wife Marilyn (Astoria), daughter Gail Bartee and husband David (Corvallis). She has 3 surviving grandchildren: Dale Latimer & wife Kris (Lebanon), Steven Hauke & wife Sherri (Tualatin), Jo Ann Watson & husband Todd (Portland). She has 4 great-grandchildren: Katie Latimer; Alayna, Holden, & Kristopher Hauke and baby Watson expected in July.



### Eric Andrew Hauke

(Erik Andreas Hauke on birth certificate)

He was born January 10, 1911 in Astoria, Oregon to Erik Andreas & Petra Hansine Hauke. His father died in 1915. Three years later his mother married Jens Peter Henningsen and the family moved to the Henningsen farm in Young's River.

Eric died January 28, 2006 in Astoria, Oregon. He was 95 years old.

He went to Adair Grade School in Astoria, Mountain View Grade School in Walluski and



## Hughes-Ransom Cremation and Mortuaries

*"ALWAYS THERE IN YOUR TIME OF NEED"*

Serving Clatsop County since 1913 in Astoria,  
In Seaside since 1950



SEASIDE



Larry, Eric  
& Michael



ASTORIA

We invite you to call or stop in anytime; we are able to accommodate your every need in two chapels with gathering areas for receptions, or in any location you desire.

Larry Peterson, the owner of Hughes-Ransom and his fully licensed staff, Eric Wright and Michael O'Connor, and Larry Jamieson are always ready to serve you.

*Available 24 Hours a Day,  
7 Days a Week, providing  
complete funeral and  
cremation services to fulfill  
your every need.*

220 N. Holladay, Seaside  
738-6622  
576-12th Street, Astoria  
325-2535



John Jacob Astor junior High school. He graduated Astoria High School in 1929 and Pacific Lutheran College (now University) in 1932.

He worked at Hauke's Food Market from 1932-1934, Astoria Abstract Co. from 1934-1935 and Union Oil Company in Astoria and Kelso from 1936-1941. In 1941 he returned to the family food store in Astoria, which was begun in 1890 by his father and a partner. He later became owner of the store, along with his sister Olga. Some time later it became a Sentry Market. He retired from the business in 1976, after 35 years. His son Eric Skip Hauke acquired it in 1980.

On May 15, 1937 (almost 69 years ago!) he married Lenore P. Christensen of Fernhill. She survives.

In addition, he is survived by 3 children: daughter Gail (Corvallis) and husband David; son Eric Skip Hauke (Astoria) and wife Sara; and son Robert (Bob) Hauke (Astoria) and wife Marilyn. He has 3 surviving grandchildren: Dale Latimer (Lebanon) and wife Kris, Steven Hauke (Tualatin) and wife Sherri, and JoAnn Watson (Portland) and husband Todd. He has 4 great-grandchildren: Katie Latimer; Alayna, Holden, & Kristopher Hauke and baby Watson expected in July.

Preceding Eric in death were his 9 siblings: Henry Hauke, Olga Henningsen, Eda Ross, Eleanor Anderson, Elmer Hauke, Holden Hauke, Ted Henningsen, Palmer Henningsen, and Howard Henningsen daughter-in-law Audrey

Hauke, and grandson David Latimer.

Eric was a lifetime member of First Lutheran Church where he sang in the choir and taught Sunday school for 25 years. He was also a charter member of the Astoria Lions Club which began in 1942 and he was continually active in the Lions newspaper recycling project which began in 1945.


He was also a member of the Elks Lodge, Sons of Norway, Astoria Golf & Country Club, Scandinavian Benevolent Society, Seaport Masonic Lodge, the Clatsop County Historical Museum and he was a founding member of the Columbia River Maritime Museum. He served as a City councilman from 1948-1960. He was very active with the Astoria Food Bank hauling loads of canned goods from the warehouse in Warrenton to the basement of the Presbyterian Church where it was dispersed.

In 1980 Eric received the Astoria Chamber's "George" award for community service and he has received the Lions International prestigious Melvin James Fellow award for humanitarian service. He and Lenore donated a piece of land on Marine Drive between 32nd & 33rd Streets, which became the East End Portal to Astoria.

In his later years Eric enjoyed going to Loaves & Fishes for lunch and to socialize, bringing home a sack lunch every day for Lenore.



**RANTA CONSTRUCTION**  
New Construction & Repairs  
HOME • RESIDENTIAL • COMMERCIAL  
**Complete Remodeling**  
325-2405 owner  
Jari Ranta  
BB# 116863  
511 Harrison, Astoria  
• Licensed  
• Bonded  
• Insured



**NIEMI OIL CO.**  
PHONE 325-1972  
FAX 325-1973  
34908 HWY 105 - SUITE #2  
P. O. BOX 989 ASTORIA, OR 97103  
Gasoline / Diesel / Lube Oil  
Call for Delivery  
**union 76**

**WHY FISH WITH AN OBSOLETE NET?**  
**Catch More Fish With.....**

**AMIKAN** SINCE 1794

## "WATERCOLOR GILLNETTING"

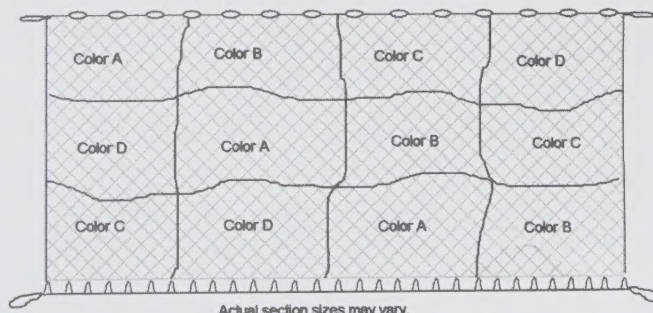
**Fishing Condition Adaptable Colored Gillnetting. "Maximum Fishing Efficiency"**  
U.S. Patent #5819464, Canada Patent #2251215 Made in JAPAN From 100% TORAY® Nylon

With **WATERCOLOR GILLNETTING**, up to four colors, known to blend well and produce well, can be selected for each net. The colors are placed throughout the net, as shown to achieve maximum fishing efficiency in any varying fishing conditions such as light, depth, weather etc.

**We have nets in stock for the Columbia River, Youngs Bay and Alaska.**

*Nets can also be custom ordered to your specs.*

Nets less than 45 MD will have 8 color spots per 50 Fm/Hung  
Nets 45 MD and deeper will have 12 color spots per 50 Fm/Hung.



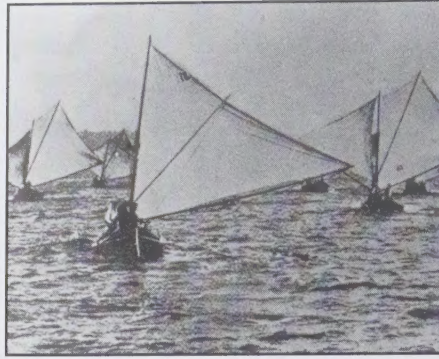
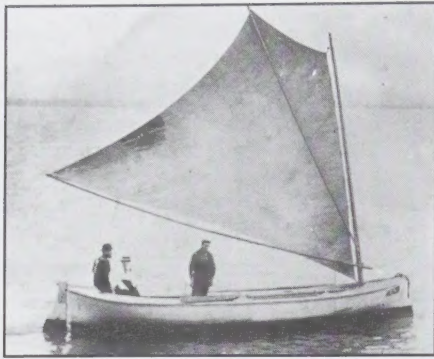
**Order NOW to insure a timely delivery or call for a color card and more information.**

**Jovanovich Supply Co.**

15636 DesMoines Memorial Dr. SeaTac, WA 98148

**Phone: 206-243-5991 or Toll Free: 800-933-5596**





Above: Butterfly Sail Gillnet Boats on parade

Below: Electro moored at the 11th Street Dock in Astoria, along with two other prominent early century river boats R. Miller and Julia E. The Electro was launched in 1901, specifically as the Federal Quarantine Steamer, for connection from the Astoria Fort to the new Quarantine Station at Knappton, Washington. This Columbia River location was the former site of Joseph Himes, Eureka & Epicure Cannery. It was built for Captain Wibur W. Babbidge by R.M. Leathers and was sold to John and James Babbidge in 1905. Electro ended its Quarantine Station responsibility in 1913, with its sale to the Knappton Mills & Lumber Company. (Story credit to Nancy Bell Anderson)

Photo Courtesy of Clatsop Co. Historical Society; Astoria, OR. Clatsop County Historical Archives; Photo #451-340



A publication of Columbia River Fishermen's Protective Union  
P. O. Box 627, Astoria, OR 97103

Non-Profit Organization  
U.S. Postage  
PAID  
Permit No. 328  
Astoria, Oregon

Change Service Requested